RAILROAD

JANUARY, 1971

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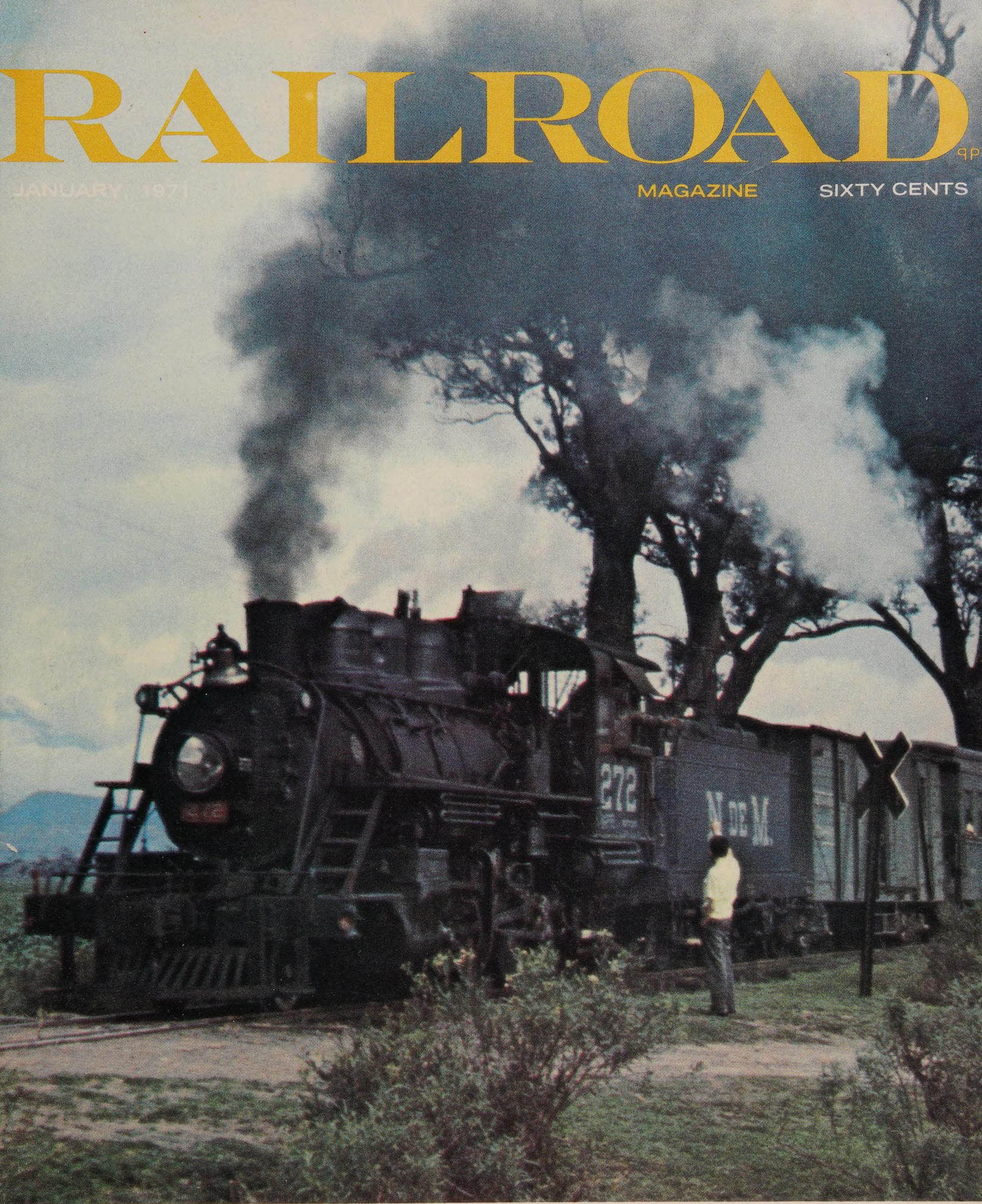

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 88, No. 3 JANUARY, 1971 60 CENTS

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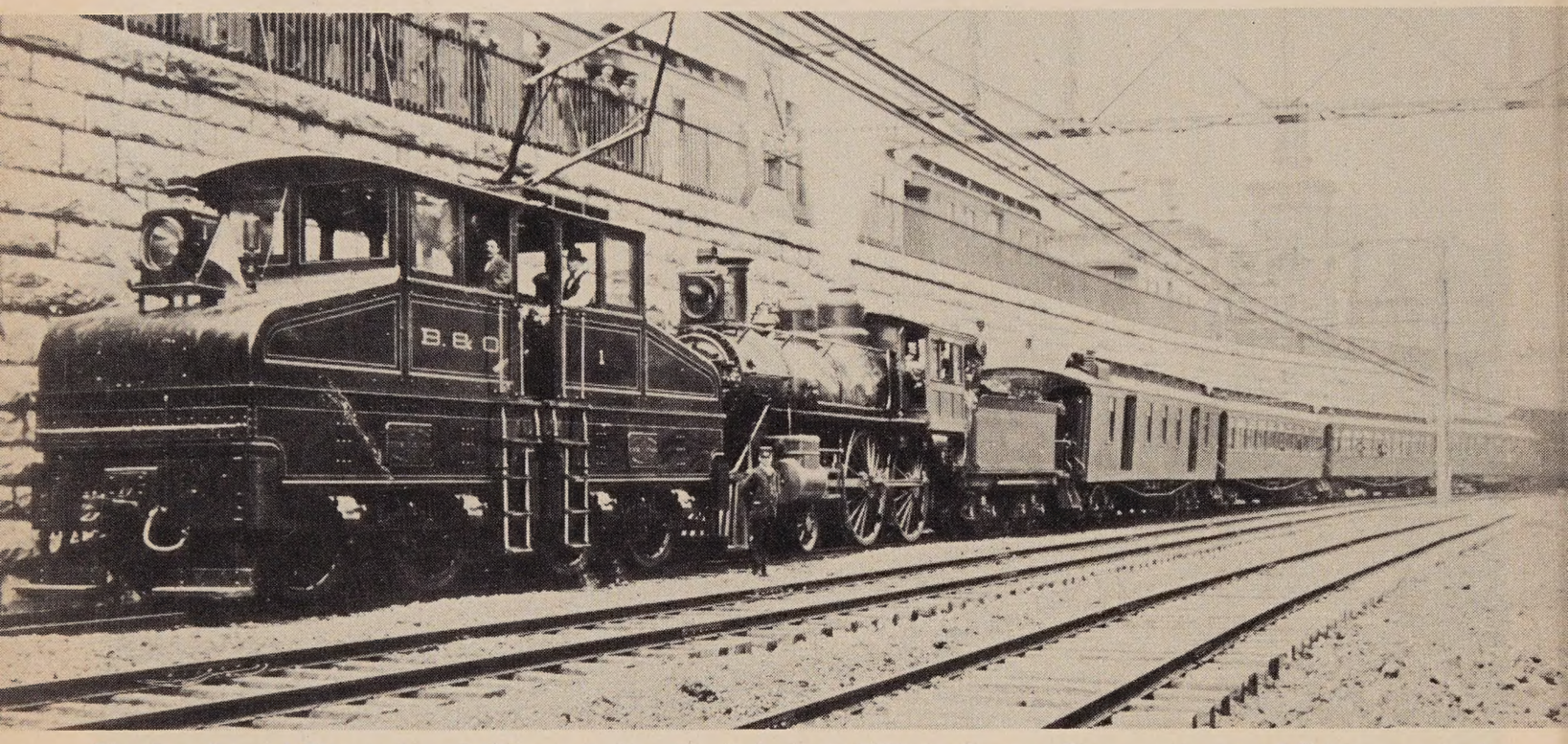

The first General Electric loco, Baltimore & Ohio No. 1, built in 1896, is shown pulling a train out of Baltimore tunnel.

ILLUSTRATED FEATURES

Along the Iron Pike *(pictorial)* ..... Joseph Easley 11
Photographs of the Month 12
Mexican Steam Roundup ..... B. Thomas Walsh 20
Interesting Railfans No. 97: Lawrence W. Sagle 32
Red Caboose Lodge at Strasburg *(photo-story)* 36
Long Island Cars Get Beauty Treatment 40
Union Pacific Locomotive Roster ..... Sy Reich 42
The Calling-on Signal ..... William T. Church 61

AUTHENTIC FICTION

The Night Operator ..... Charles W. Tyler 54

DEPARTMENTS

The Mail Car 5
Transit Topics 28
Passenger Train Survey 38
Books of the Rails 47
Information Booth 48
Trackside in Diesel Age 53
The Hobby Club 58
In Search of Steam 64
The Switch List 65
Pen Pals Wanted 66

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THE MAIL CAR

where editors and readers meet

Remember the days when you traveled by rail to spend Yuletide with the folks back home? This train is Grand Trunk Western's westbound No. 21 leaving Brush Street station in Detroit for Muskegon, Michigan, on a snow-covered landscape in 1957.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

THIS MONTH's front cover view of Mexican steam was shot by the man who made our August '70 cover: Charles M. Knoll, 120 Coolidge Ave., Spencerport, N.Y. 14559.

We see NdeM engine 272 pulling train No. 109 on 30-inch-gage rails from Puebla to Mexico City in 1965. The engine is one of 28 Baldwin 2-8-0's built in 1921-'4, class G-030. Taken out of service in 1968, she is now stored at San Lazaro roundhouse. The picture was made with an Argus C-3 camera and high-speed Ektachrome film.

Charlie says that although Pullman Co. no longer serves U.S. or Canada, it is very much alive in Mexico. Its cars are owned by the railroads but maintained and operated by Pullman Co. There are 417 sleepers, with more coming, besides 74 diners, observation cars, and bar-lounge cars. Mexico has two daily all-Pullman trains, *El Regiomontano* (Mexico City-Monterrey) and *El Tapatio* (Mexico City-Guadalajara). It is not unusual for such trains to run in more than one section. ●

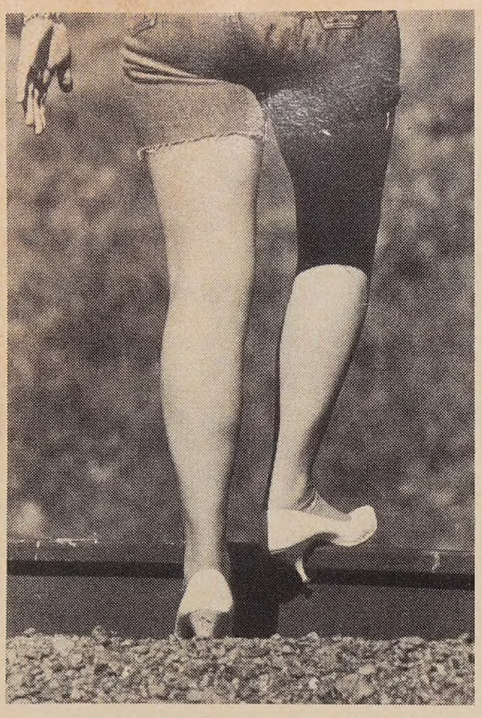
PERSONALITIES. Edward J. Wojtas, author of "LaSalle Street Station" in our October issue, was elected president of the Association of Railroad Editors at its 48th annual meeting, in Montreal. He is editor of the Rock Island *Rocket*.

Edmund Siemers of Denver, Colo., who retired recently as a Union Pacific conductor, recalls that when he was running a troop train from Portland, Oregon, to Denver in 1943 the milk supply gave out. He telephoned a dairy at Montpelier, Idaho, to arrange for replenishment. His train waited at Montpelier until 4 a.m. when milking was finished and the milk hauled to the train in 10-gallon cans. "But," conductor Siemers added, "most of the soldiers wouldn't drink it because it was warm and because they were used to pasteurized milk."

Andrew J. Ospring is dead. Known as "Carload Andy," he was a retired Pennsy engineer and author of a feature article on the old Vandalia Railroad in our magazine. His widow and his faithful dog are lonely today in their home at Burbank, Calif.

Richard Reynolds, of 1501 Fernside Ave., Alameda, Calif., a former Western Pacific passenger official and a leader in the trolley museum at Rio Vista Jct., Calif., has gone into the passenger train business, reports Harre W. Demoro of the *Oakland Tribune* staff. Dick has bought six passenger-train cars, five of which he uses in his travel-agent business. "There is a market for good rail travel," he says. "It appeals mostly to a retired older group of people who have the time and the money." He operates Great Western Enterprises and also runs a tour business, Great Western Tours, specializing in personally conducted Mexican trips.

Linda Wall, 23, a Burlington Northern train stewardess, estimates that she walks at least 10 miles a day on the job. She does her strolling up and down



Hey, miss, step *over* the rail, not *on* it! Girls aren't familiar with railroad safety rules, so the photographers should tell them. Girl in photo is not identified.
Photograph by Virgil C. Staff

the aisles of passenger trains between Seattle and Chicago. The 2,319-mile run takes 48 hours. Linda, who is a slim redhead, figures that she walks through all the cars at least twice an hour on duty, reports Walt Thayer, Box 75, Wenatchee, Wash. 98801.

Who can furnish details of a Western Maryland wreck involving a runaway freight at Hambleton, W. Va., about March, 1914? A brakeman was not found in the wreckage until two days later.—O. W. Brooks, secretary-treas., Brotherhood of Maintenance of Way Employes, Penna. Federation, lodge 3072, R.D. 1, Emporium, Pa.

In examining Mass. topographical maps of the Wales, Webster, Oxford, and Southbridge quadrangles, I noticed contours running in a continuous route. I was told this represented an abandoned Grand Trunk roadbed. Does anyone know where this never-built line was supposed to have started and ended?—Chet Boyd, III, 19 Clark St., Saratoga Springs, N.Y. 12866.

I own an unusual Central of Georgia lantern, made by Adlake, which has a wooden handle ⅝-inches thick. Were these handles manufactured by the company or added on by someone else later?—Rick Perry, Box 3807, University, Ala. 35486.

Eight young men and a girl each paid $30 in fines and languished five days in jail at Batavia, N.Y., for throwing bottles and rocks at a Penn Central passenger train. We congratulate the state police who made the arrests, but the judge was too lenient.

The story is told of a Canadian Pacific section hand who got some shuteye on the job behind bushes along the right-of-way near Craigellachie, B.C. The boss said: "Sleep on, you lazy spalpeen! As long as you sleep you have a job. When you wake up, you're fired."

Penn Central's vice presidents have been whittled down from 35 to 11 and its assistant vp's from 39 to 20. The bankrupt road has abolished altogether its titles of executive vp and senior vp.

Hobo signs shown in our December issue, page 42, failed to explain the following: (13) Saloons in town (for mooching). (14) Town is hostile. (15) Streets good for begging. (16) Plainclothes detective here.

Because of the Bert Pennypacker article in Nov. issue of *Railroad Magazine,* I sold out and ordered your circulation department to rush me 10 more.—James Emery, Hobby Hangout, 431 Northampton St., Easton, Pa. 18042.

Bert has been doing a mighty good job for *Railroad* ever since we published his first article in October, 1951. Next month we will feature his "Super Steam on the Santa Fe." And for two future issues he is writing an article on steam switchers in the East and one on diesel switchers in the East. For both pieces he needs anecdotes and human-interest photos—that is, good pictures showing railroad men conspicuously working in or around switchers. Readers willing to cooperate may write to Bert at 4307 Palmetto St., Philadelphia, Pa. 19124. ●

EVEN those who like rail-girl pix can't agree on which ones are best. For example, dieselologist Jim Edmonston comments: "November '70 was a fine issue. If you want my opinion on the female photos, I say 'Swell!' to those that are believable, but 'Boo!' to those that aren't. The *Railfanettes* section in *Photographs of the Month* had three fine shots, all well done. Pix on pages 35 and 37 were too obviously posed. The cover is good, but should have shown more train details. The loco is Seaboard Coast Line 795, a GP-7, built as Atlantic Coast Line 110. It's older than the young lady by three years. The train is No. 98, not 92 as you stated."

Photographer Elmer Treloar says: "Photos of Betty Kling on page 19, Cathy Nelson on 35, and a female on 34 are okay. Thumbs down on all other girls in November issue, including cover."

Another photographer, P. J. Templeton, Box 111, Mendon, N.Y. 14506, writes: "I truly enjoyed your November cover. Diesel-powered passenger trains are my favorite rail subjects. Girls with shapely legs also intrigue me. That cover blends both elements very well indeed. Your magazine continues to offer a well-balanced mixture of the old and the new in railroading."

"Despite the gloom in the railroad industry, your magazine is improving all the time," says John P. Spikes, Sr., retired C&O-B&O dispatcher, 67 Hall St., Akron, Ohio 44303. "The girls are just fine—wouldn't want to be without them."

A dissident note comes from J. R. Paulson, Berwyn, Ill.: "Girlie photos leave me cold. Some of your photographers go out of their way to feature a female rather than railroad equipment. One caption described a girl as 'pausing in a busy day,' but to me she looked as if she were hoping to line up someone for a busy night."

"I'm tired of critics complaining about girl pictures," writes Hal Foss, 918 W. Dean Ave., Monona, Wis. 53716. "They should appreciate the feminine additions to railroad backgrounds. I have just returned from California via the Santa Fe's *El Capitan.* The courier nurses on that train do a terrific job. You should run an article about them." ●

STEAM ENGINE pictured in our Oct. issue on page 31 is identified by Jim Tatum, 268-4/6 S. Coronado St., Los Angeles, Calif. 90057, who says: "The Heisler shown was No. 3 of Geo. B. Franklin & Son, Lumber, Holly Ridge, La. She was built in 1920, builder's number 1415. I question the 1932 date of the published photo, as I have one of the same engine taken in 1941 while she apparently was still in service and of somewhat better appearance than the so-called 1932 version. Also, I photographed the 3-spot in 1959, when she still had her whistle and spark arrester."

Mike Eagleson's coverage of steam here and abroad pleases Kesler Morrison, Rte. 2, Stony Point, N.C. 23678, who asks: "In Mike's German report, why didn't he list the train tonnage or number of cars each loco could handle?" We can answer that one. Mike visited Germany to photograph steam, with very little research time.

I have pleasent memories of the days when I was a Canadian Pacific fireman. To me, your photos of steam power are more beautiful than any Rembrandt. Even if *Railroad Magazine* cost $1 a copy it would still be the best buy on the newsstands.—Bert Lanning, 717 Pandora Ave., Victoria B.C. Canada.

Inspired by B. Thomas Walsh's article on steam in South America (Nov.

'66 *Railroad*) and by Mike Eagleson's monthly department, *In Search of Steam,* I spent 2½ months recently in Peru, Bolivia, Argentina, and Chile tracking down steam locos and photographing them.—Randy Scholl, Box 123, Batavia, Ohio 45103. ●

NEWSWORTHY. North Western Employes Transporation Corp. plans to buy the C&NW for about $420 million, if ICC agrees, and will offer the road's 14,000 employes a chance to buy stock in the new company.

Some 2,700,000 pounds of aluminum used in building a 300-car unit train are being supplied to Greenville (Pa.) Steel Car Co. by the Aluminum Co. of America. When completed, the aluminum cars will be leased by Cleveland Electric Illuminating Co. to haul coal from southern Ohio mines to its northern Ohio power plants.

The 500 new freight cars and 25 new locos that the Missouri Pacific has just ordered at a cost of about $16 million will bring to 16,000 the number of new freight cars and to 373 the number of new diesels that the system has bought since 1961.

Penn Central has set up another high-speed TrailVan train to carry highway trailers between New York and Chicago. PC now operates 8 of them regularly between the nation's two largest cities.

Long Island Rail Road recently electrified an additional 10 miles of track for commuter service to Huntington.

A Louisville & Nashville diesel, stolen and then abandoned with controls "wide open," roared across the countryside near Montgomery, Ala., and crashed into a parked freight train, knocking five cars off the track. The freight crew spotted the driverless loco in time to jump clear.

Delaware & Hudson is moving a mountain of earth as part of a highway project that will provide the carrier $1 million to $2 million in new revenue. Every workday seven trainloads move the earth 10 miles from Half Moon, N.Y., to Green Island, N.Y., where a swamp near the old Erie Barge Canal is being filled. By the way, did you know that D&H is now part of the Norfolk & Western system? ●

OVERSEAS. We've heard of grasshoppers and caterpillars holding up trains long ago in the American West; but a Penn Central clerk named Simon Herring, 932 N. Main St., Bellefontaine, Ohio 43311, surprised us with this recent news from a cousin living in Thailand: Thousands of millipedes (slow-moving wormlike bugs) delayed a passenger train for 30 minutes by amassing on the rails and ties near Saiyok station. The engineer stopped when he noticed the red masses.

"I couldn't believe my eyes," he said. "I tried to go on, but proceeded only a few yards when the engine wheels lost their traction, as the millipedes' bodies secreted an oily fluid."

He reversed, and asked the passengers to get out. Then he charged into the swarming millipedes several times before the train broke through.

In an effort to reduce the number of beggars, loiterers, and prostitutes hanging around stations, the Italian State Railways now sell tickets for the equivalent of 16 cents for one hour of access to depot platforms.

Two African countries, Zambia and Tanzania, have given Communist China the final green light to build a railway across 1,100 miles of African wilderness. The agreement launches China's biggest aid project in Africa. The railway will link Zambia's rich copper mines with the Indian Ocean at Dar es Salaam, the Tanzanian capital.

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The fireman blackened the smoke to please fans shooting pictures of a trip of the Upper Canada Ry. Society from Toronto to Belleville, Ont., in 1965 with Canadian National 4-8-4 No. 6167.

Cecil P. Mack, 236 Kingswood Rd., Toronto 13, Ont., Canada

Railway personnel had to be called to control crowds at the scene of a derailed freight train at Horst Sevenum in Holland. No one was hurt, but crowds gathered when it was discovered most of the scrap waste paper dumped out were sex and nudist magazines.

In Ireland, workers at the North Wall Railroad junction heard a bird tweeting from beneath a freight car. They found a mother thrush who had been sitting on her eggs during the car's 60-mile journey from Carlow. Transport authorities ordered the freight car not to be moved until the eggs were hatched.

Women passengers at the Meldreth railway station in England are complaining because its ladies' room has been rented to a private firm and they must now use the men's room. Rex Emery, a local councillor, says: "With its continental-style mixed lavatory, Meldreth goes down in history as the first British railway station to turn European." ●

TWO best-seller novels that contain quotable material about passenger trains are *Look Homeward, Angel*, by Thomas Wolfe, and *The Great Gatsby*, by F. Scott Fitzgerald, both now available as Scribner's paperbacks. Here is short excerpt from the masterpiece by Wolfe:

All day, under a wet gray sky of October, Oliver rode westward across the mighty state . . . The train rattled on over the reeking earth. Rain fell steadily. A brakeman came draftily into the dirty plush coach and emptied a scuttle of coal into the big stove at the end. High empty laughter shook a group of yokels sprawled on two turned seats. the bell tolled mournfully above the clacking wheels. There was a droning interminable wait at a junction town near the foothills. Then the train moved on again across the vast rolling earth.

Dusk came. The huge bulk of the hills was foggily emergent. Small smoky lights went up in the hillside shacks. The train crawled dizzily across high trestles spanning ghostly hawsers of water. Far up, far down, plumed with wisps of smoke, toy cabins stuck to bank and gulch and hillside. The train toiled sinuously up among gouged red cuts with slow labor.

As darkness came, Oliver descended at the little town of Old Stockade where the rails ended. The last great wall of the hills lay stark above him. As he left the dreary little station and stared into the greasy lamplight of a country store, Oliver felt that he was crawling, like a great beast, into the circle of those enormous hills to die.

The following word-pictures appear in *The Great Gatsby*, by Fitzgerald:

One of my most vivid memories is coming back West from prep school and later from college at Christmas time. Those who went farther than Chicago would gather in the dim old Union Station at six o'clock of a December evening, with a few Chicago friends, already caught up into their own holiday gayeties, to bid them a hasty goodby. I remember the fur coats of the girls from Miss This-or-That's and the chatter of frozen breath and the hands waving overhead as we caught sight of old acquaintances . . . and the long green

You seldom see a train leaving one tunnel to enter another a few yards away. This Southern Railway freight was bound for Old Fort, N.C. (March, 1970).

Robert E. Abernethy, 80 Duke St. Granite Falls, N.C. 28630

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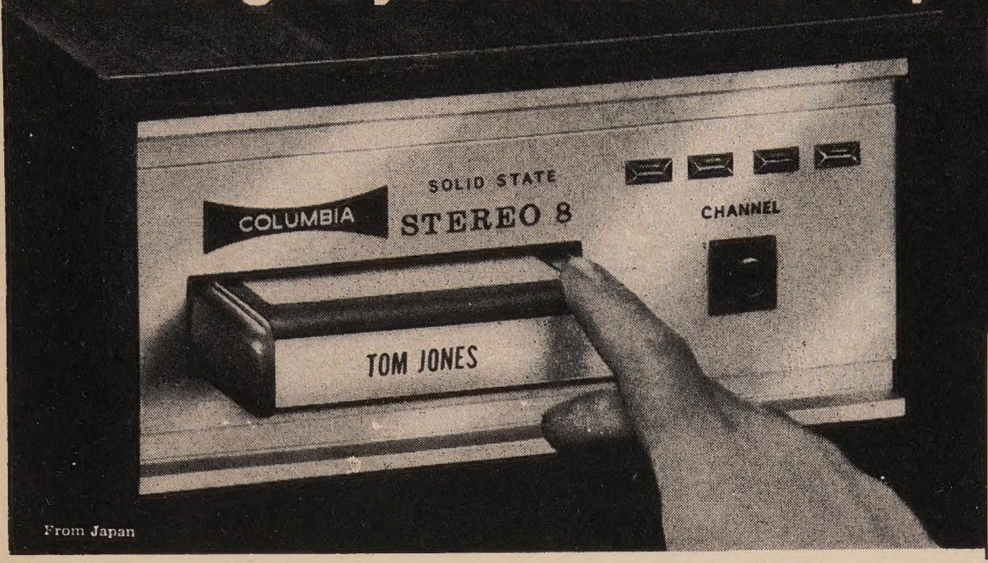

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tickets clasped tight in our gloved hands. And last the murky yellow cars of the Chicago, Milwaukee & St. Paul Railroad looking cheerful as Christmas itself on the tracks beside the gate.

When we pulled out into the winter night and real snow, our snow, began to stretch out beside us and twinkle against the windows, and the dim lights of small Wisconsin stations moved by, a sharp wild brace came suddenly into the air. We drew in deep breaths of it as we walked back from dinner through the cold vestibules, unutterably aware of our identity with this country for one strange hour, before we melted indistinguishably into it again.

That's my Middle West—not the wheat or the prairies or the lost Swede towns, but the thrilling returning trains of my youth, and the street lamps and the sleigh bells in the frosty dark and the shadows of holly wreaths thrown by lighted windows on the snow. ●

FIFTY years ago, just after the Grand Trunk Pacific (now part of the Canadian National) had been completed between Edmonton and Winnipeg, I was given a switch key at Melville, Sask., and told to open up a telegraph office in the boxcar depot at Touchwood, Sask. So I journeyed there in the caboose of a slow freight, arriving at dusk. The place was desolate and spooky-looking.

I unlocked the door, entered cautiously, and lit a lamp. The car had recently been lived in. I found some grub and cooking utensils on shelves. While I was building a fire, the dispatcher called me. Sitting down at the telegraph table, I tapped out a reply. I said I had opened the office and found that someone had been using it for a home, but I hadn't caught sight of anyone. DS said that railroad crews had seen a tough character known as "Montana Red" hanging around there and they were on good terms with him.

Then I discovered a small canvas sack containing some Mexican pesos and three newly minted American dollars. I left these coins alone. Later I came upon what I thought was a new sort of bullet mold and I ran some torpedo lead through it. To my amazement, out came a lead American dollar! Also on the premises was a .41 Colt six-shooter. I showed these relics to the train crews. Conductor Payton took the dollar mold to the Mounties in Melville, Sask. But I never saw Montana Red.

I discussed the matter with another boomer brass pounder, a fellow named Tom Thorpe. He told me that when he opened up an isolated depot at Tyee, B.C., he noticed that something had been sleeping in one of the bunks. He learned later that a cougar had been seen in that area. Then the news came out. Bill Bailey, the telegrapher who had previously worked the place, must have been very lonely, for he tamed a cougar.

A few nights later, according to the story, Thorpe had been awakened by a large cougar laying on top of him on the bunk! At first the boomer was terrified, but the creature acted friendly and actually moved over to make room for both of them in the same bunk. Man and beast ate breakfast together, and they got along okay. Tom reasoned that it must have been the same "big cat" that Bailey had raised and tamed two years before.

In about 1925 another telegrapher, Jack Anderson, who worked in the Western Pacific's little depot at North Battle Mountain, Nevada, had tamed several creatures: a porcupine, a skunk, a jackrabbit, and even a bull snake. The railroad ordered him to get rid of them on the ground that they upset some of the passengers. Instead of doing so, Jack quit railroading and moved out to a prospectors' drift, taking his pets along, and lived in an old mine shaft with them.

Yes, sir, you sure get lonely at a railroad depot in the wilderness and you're likely to take on all kinds of animals. But I never did learn what finally happened to Tom Thorpe and the cougar or Jack Anderson and his pets.—George Gale, 2527 Buker St., Olympia, Wash. 98501. ●

TOO MANY motorists collide with trains because they are careless when approaching grade crossings. About 3,700 accidents, with some 1,500 fatalities every year, involve trains and motor vehicles colliding, according to the National Safety Council. Amazingly, one out of three such accidents involve automobiles or trucks running into the sides of moving trains. This happens despite crossing lights and bells, or with the gates down, blocking traffic. Other accidents happen because motorists are impatient. They would rather gamble their lives than wait for an oncoming train to pass. Some of them cross in time, but many don't.

Motorists should also try to avoid getting trapped or "boxed in" on railroad tracks by automobiles ahead and in back. To avoid this, never drive onto a track until you are sure you can get all the way across. But if you should be trapped, or have your motor stall when a train is coming, get out of the car at once and run away from it in the direction of the approaching train. This may prevent your being hit by flying debris when the collision occurs. ●

FRANK BEMIS, who died the other day at age 99, was selling railroad tickets during Grover Cleveland's first term as President of the United States. Mr. Bemis was a Boston & Maine station agent at Salem, N.H., until his retirement in 1956. He was then just a month short of 85, with 71 years of continuous service behind him. Nobody else in America at that time had so long a railroad service record.

Frank began railroading at age 12, earning $1.25 for a very long day that started around 3 a.m. His job was to watch for landslides between Marlboro and Troy, N.H. The first train to come through was the *Montreal Express* and the last train was at night around 9:30.

On this job he was known as a ledge walker. He'd begin the day by walking to the nearest ledge, inspecting it near the rails to make sure no stones or sand had spread across the tracks. Then he'd walk down the right-of-way to a second ledge for another inspection. The lad patrolled the area alone and never met with any landslides.

Frank was born in Marlboro, N.H., on Jan. 12, 1871. As a small boy he spent half his time railroading and the rest of it at village school. When he got his first long pants, he had a regular job with the Cheshire Railroad (now part of B&M) as a station assistant, selling tickets and handling baggage and express. Later he worked at Marlboro, Madbury, Troy, and Newton Jct., all in New Hampshire; and in the east yard at Fitchburg, Mass.

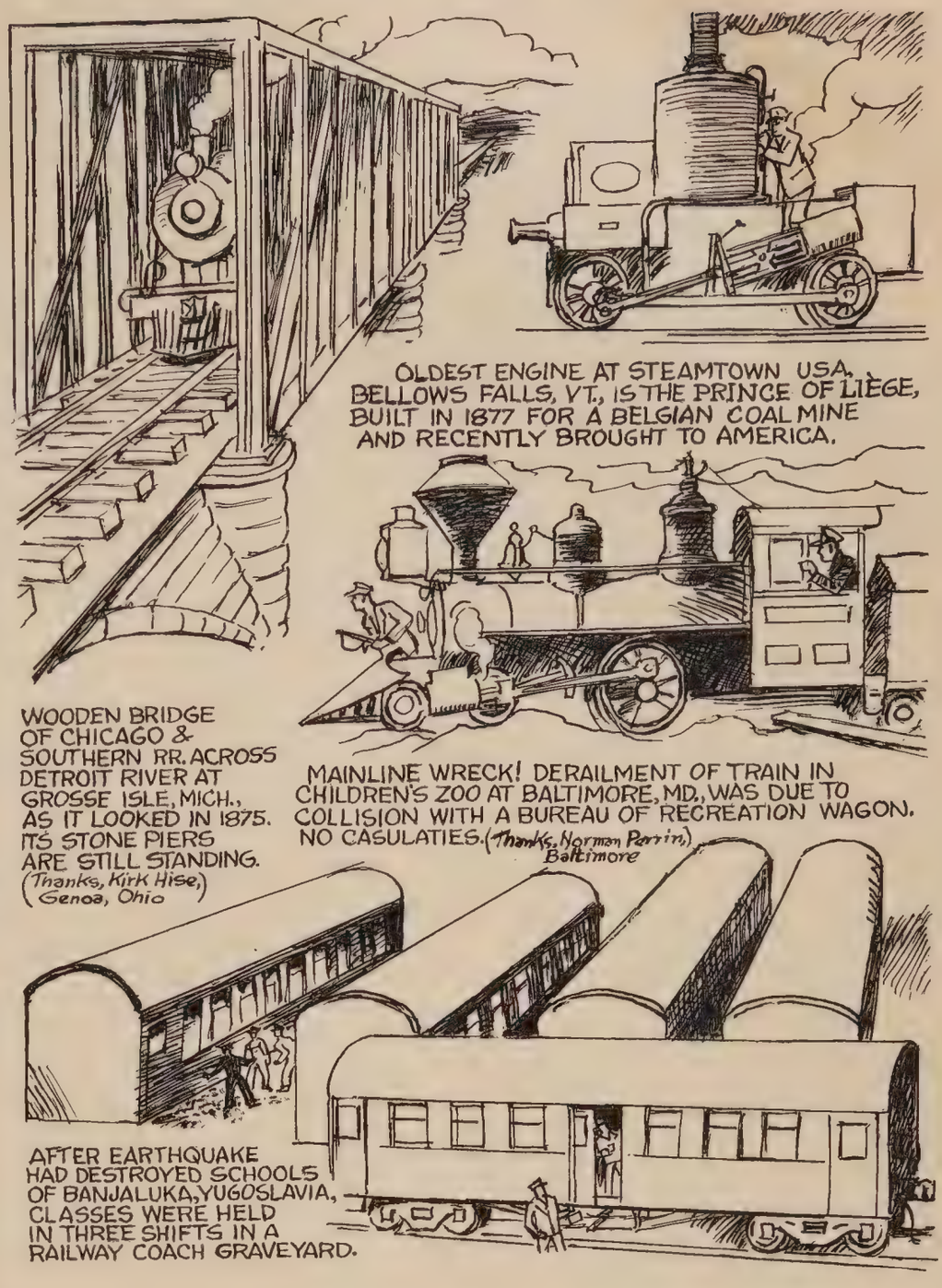
During the days of one-track operations between Madbury and Rockingham Jct., he had a spectacular experience. He had closed the Madbury station for the night and signed off on the telegraph key before starting across the road to his home nearby, which was equipped with a burglar alarm system connected to the railroad station.

The alarm sounded and Frank hurried over to the depot. As he ran, a shotgun blast hit him. He took the full load of shot in the left arm as he fell to the ground. The burglars fled. The incident put him out of service for several months.

In 1931 he began working at Salem. It was a sad day for the veteran railroader when he was ordered to close the station that had become endeared to him. Unhappily he watched the removal of the telegraph ticker and old railroad stove. When the depot was sold, Mr. Bemis was transferred to a small freight shed up the tracks. ●

ALONG THE IRON PIKE

by Joe Easley


OLDEST ENGINE AT STEAMTOWN USA, BELLOWS FALLS, VT., IS THE PRINCE OF LIÈGE, BUILT IN 1877 FOR A BELGIAN COAL MINE AND RECENTLY BROUGHT TO AMERICA.
WOODEN BRIDGE OF CHICAGO & SOUTHERN RR. ACROSS DETROIT RIVER AT GROSSE ISLE, MICH., AS IT LOOKED IN 1875. ITS STONE PIERS ARE STILL STANDING. (Thanks, Kirk Hise, Genoa, Ohio)
MAINLINE WRECK! DERAILMENT OF TRAIN IN CHILDREN'S ZOO AT BALTIMORE, MD., WAS DUE TO COLLISION WITH A BUREAU OF RECREATION WAGON. NO CASULATIES. (Thanks, Norman Parrin, Baltimore)
AFTER EARTHQUAKE HAD DESTROYED SCHOOLS OF BANJALUKA, YUGOSLAVIA, CLASSES WERE HELD IN THREE SHIFTS IN A RAILWAY COACH GRAVEYARD.

LONG AGO. I left home at 17 to follow the trade of my brothers on the railroads. I had only one thin dime in my pocket, plus a railroad pass, when I got a job as station helper on the Rock Island, 252 miles from home. As helper, I was paid the "fabulous" salary of $53 a month and for that I checked 125 grain cars a day, kept fires going, made freight bills, unloaded 5 to 10 carloads of lcl freight daily, swept snow and had many other duties.

And yet some still cry for the "good old days." They can have 'em! I'll take our present-day salaries, inflation, bad products, etc. Were it not for labor unions we'd still be slaving for the pittance like I used to make.—Grover T. O'Dell, Portland, Oregon. ●

MEXICANS are trying to persuade their government to preserve a scenic section of NdeM narrow-gage line, with a steam loco and coaches, as a tourist attraction. The route being considered extends between Amecameca, 58 kilometers southeast of Mexico City, and scenic Cuautla. Roberto Anrubio O., of Cuautla, a retired conductor, wants *Railroad* readers to assist in the drive to preserve the line by writing to C. Arq. Noriega, Pte. Asociacion Pro-Concervacion del Equipe, Historico del Transporte en Mexico, Mexico, D.F. Movie producers occassionally use this line to make period films.—R. L. Denton, Box 5122, Midland, Texas 79701. ●

British Rail has given the go-ahead to designing and rigorously testing three prototype passenger coaches of completely new design. They will be 75 ft long—eight feet longer than existing modern stock—and are being designed for speeds up to 125 mph.

Penn Central's Western Region, Pittsburgh to Chicago, has two interlocking stations, South Branch Bridge and Alton Jct., that are only 23½ feet from each other. Are any other interlocking stations as close as these two? —J. Tomisek, 9822 S. Lawndale Ave., Evergreen Park, Ill. 60642. ●

City transit in picturesque old Portugal. Framed by the entrance to a sedate edifice, the small trolley car is clattering along the rails in a cobblestoned street of Porto on a June day in 1970.

Karl Zimmermann, 809 Park Ave., River Edge, N.J. 07661

Photographs of the Month

Two American beauties: Pam Wescotte and a former Reading 4-8-4 in Norfolk & Western roundhouse at Conneaut, Ohio. Pam is 19, has blue eyes, lives at 503 Superior St., Genoa, Ohio, goes on fantrips, visits railroad museums.
John B. Corns, 1614 Ambler S.W., North Canton, Ohio 44709

A westbound Burlington Northern freight rounds a curve in the mountainous countryside near Glacier National Park, June 6, 1970. Train is on Great Northern tracks east of Belton, Montana.

Elmer Treloar
101 California St.
Highland Park, Mich. 48203

It's April 1, 1970, and snowing hard in Chicago as we see an IC suburban electric at 53rd St. station.
Dr. Stanley Jacobson, 29 Bowdoin St., Newton Highlands, Mass. 02161

Pennsy 2-6-0 No. 2222 crosses Jersey Central tracks at Elizabeth, N.J., back around 1904; note unusual street lamp.
Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa.

Ron Ziel, well-known railroad author and steam fan, works at restoring the smokebox of No. 39, one of only two Long Island Rail Road steam locos still in existence. Now in Europe, Ron is making a four-month around-the-world tour, all for a book he will write on the twilight of world steam. His specialty is steam photography. Next month we will feature one of Ron's photos on our cover.

Photographed at Stony Brook (N.Y.) Carriage Museum by E.L. Conklin, III

Pretty Diane Thomas, tired of waiting for the trolley, relaxes on the sidewalk. Meanwhile, a San Francisco PCC has just arrived from downtown and is climbing the grade above Dolores Park.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Head-end of 60-car Louisville & Nashville unit train is about to unload coal into Cayuga generating station's silo near Clinton, Ind. Rotary car-dumper turns each car upside down. Louisville & Nashville Railroad

Chihuahua Mineral No. 7 (Baldwin, 1925) works hard surmounting a 180-degree loop while approaching end of an uphill run in the desert country.

MEXICAN STEAM ROUNDUP

Text and Photos by B. Thomas Walsh

NO LONGER can you hear the roar of Niagaras on the National Railways of Mexico. For the most part, steam locos in various wheel arrangements south of the Rio Grande have become past history. But some steam is left. Here and there you can still hear the blast of a locomotive whistle and see a long fleecy smoke plume drift across the sky. In general, the outlook is gloomy but with a few bright spots, as I learned on a recent tour during which I questioned responsible officials on what was likely to happen.

The nearest Mexican railroad occasionally using steam is the three-foot-gage Cananea Consolidated Copper Co. line 40 miles southwest of Naco, Arizona. In 1900 a copper concentration plant was built at Cananea, and in 1901 the Southern Pacific opened a connecting road between the mines and Naco.

The mining company operates a standard-gage branch that runs to the town of Cananea for an interchange with the successor to the SP lines in Mexico, the Ferrocarril del Pacifico. Much of the line around the plant is triple-gaged, with a fair amount of ground-level electrified trackage. Aside from the occasional use of steam, two General Electric diesels work regularly, one standard-gage, the other narrow. Since the bulk of the traffic comes from the triple-tracked area, the engines can be used interchangeably.

Mexican-built diesel 521 heads a mixed train over a trestle on former FC Nacozari track; (left) we see San Rafael Paper Company's 1900 Baldwin 4-6-0 towing 16 cars into Amecameca.

When dieselization was virtually completed in 1962, four steamers remained. One of them, No 11, has since been scrapped. The other three, in turn, substitute for diesels being repaired. These three are Nos. 12, a standard-gage 2-6-2T, and 7 and 8, both narrow. All are stored serviceable in the roundhouse, but none is likely to be fired up more than once a year.

The numbers of the two diesels, 52-11 and 61-8, represent not only the years of their acquisition but also the numbers of the steamers they replaced. The loco bought in 1961 was the SP's One-spot, which had served the old slim-gage Keeler branch in California.

Another unusual specimen works the Cananea branch of the FC del Pacifico. Built in the San Luis Potosi shops of NdeM in 1963, engine 521 regularly heads the twice-weekly mixed train between Nogales, Cananea, Naco, Agua Prieta, and Nacozari. This curious looking road engine is one of the few Mexican-built diesels, with many parts cannibalized from other scrapped engines.

No. 521 is usually double- or triple-headed on the very long branch-line service originating at Nogales. Following the SP's application to cease operations of the FC Nacozari in 1967, this last remnant in Mexico was nationalized and largely rebuilt. A new 35-mile spur was laid between its terminal at Agua Prieta (opposite Douglas, Arizona) and Naco, forming a continuous route from Nogales to Nacozari, all operated by FC del Pacifico.

I heard disappointing news in the copper operation of Compania Minera de Santa Rosalia at the inaccessible mining town of the same name on the Gulf of California in Baja California. Following my flight from Guaymas, about 250 miles south of the border, I visited that company and learned that the railroad had not been used since March, 1970. Four of the original eight Baldwin saddle-tankers acquired in the previous century are still idling on the premises. All hauling is now done by truck or cable. Three miles of line were eliminated years ago when a cableway was built from the mine entrance to a dump near the smelter. Deterioration of the wharf later put an end to train operation for ship loading. One loco lingered a while for smelter service, but now she is gone.

The last engine in steam was No. 1 (former No. 7) built in 1899. The other three, numbered 2, 4, and 5, are vintage 1886 and 1887. Management

Chihuahua Pacifico's 754 (Alco, 1911) features a Tarahumara Indian on tender.

"La Burrita," the little burro, awaits move to Chapultepec Park, Mexico City.

isn't planning to scrap these museum pieces, but regards sale as unlikely because it would be difficult to get any of them transported out.

Moving further south, I next encountered the all-steam FC Mexicano del Pacifico (Mexican Pacific). Although the line is a common carrier, most of its traffic is handled between the sugar company which owns it and the interchange three miles away with the FC Chihuahua Pacifico. Located at Los Mochis in Sinaloa, some 450 miles down the west coast, this carrier envisages steam operation for the indefinite future. One engine dispatched from a stable of three well-kept Mikados is sufficient for the average of 20 to 30 carloads of molasses and other sugar by-products shipped each day of the milling season.

Technically, service is suspended from July 1st to December 1st, but occasionally an engine will be fired up for maintenance work. Management has twice toyed with the idea of dieselization, but due to the seasonal nature of traffic it prefers to retain steam so long as parts can be obtained from NdeM scrap yards.

Engine 2 is an old ten-wheeler of uncertain ancestry. She has been repainted and refurbished for placement in a park near the entrance to the sugar mill. The Mexican Pacific extends several miles back through the sugar fields to Ahome, but relatively little cane is now rail-hauled. All of its power is clean and brightly painted, with 2-8-2 engine 4 (Baldwin, 1923) boasting the most melodious full-throated steam whistle you're likely to hear anywhere.

Further down the coast is FC Occidental de Mexico (Western Railway of Mexico). This 22-mile common carrier is based in Culiacan, 135 miles south of Los Mochis, and serves primarily the sugar mill at Navolato. Its operation is six days a week, with the initial run from Culiacan at 8 a.m. Two 50-ton ex-Army 0-6-0 Porters, built in 1942, alternate in service. This railroad keeps busy all year 'round and aims to continue using steam in the future.

That favorite of many railfans, the FC Mineral de Chihuahua (Chihuahua Mineral), still puts on a first-rate steam display. Serving the Morse smelter of the American Smelting & Refining Co. (Asarco) south of Chihuahua, this 3-foot-gage railway extends 13 miles to the Santa Eulalia copper mines. Two round trips a day are made from the smelter. Usually, one loco from a vintage group of four is assigned for a week at a time. Because of steep con-

Porter-built No. 2 of the standard-gage Western Railway of Mexico embarks on an early morning caboose hop. Note how close she is to the end of the track.

No. 7 pounds up the grade to Santa Eulalia mines on 3-ft.-gage Chihuahua Mineral Ry.

This 1924 Mikado no longer sees service at Asarco plant in San Luis Potosi.

Mikado No. 4 of the sugar railroad, the Mexicano Pacifico, is a 1923 Baldwin.

Sturdy cabbage-stack 10-wheeler of the Mexicano Pacifico has been restored. She is now awaiting placement in a park at the sugar mill served by road.

tinuous grades coupled with long-looping curves, you see dense smoke plumes. Drivers often slip as the engine labors upgrade with ten empties. This road is one of the most photogenic you can find anywhere.

Engines 2 and 4 came in 1953 from the defunct Potosi & Rio Verde and their tenders re still marked P y Rv. Company officials prefer to keep steam operation over their line, but around the smelter itself three diesels handle all standard-gage yard work. Regrettably, standard-gage Consolidation 1942, acquired from the old El Paso & Southwestern, is no longer on the premises.

The Morse smelter is served also by a branch of the FC Industrial El Potosi y Chihuahua, an electrified 2½-foot-gage line with 16 miles of track running to the mines at Santo Domingo. It parallels the steam-powered Minerals Railway for most of its distance, but you are likely to encounter some difficulty to see it in operation. A run to the Morse smelter is made Tuesday and Friday mornings. Also, on Monday and Thursday mornings a train is dispatched to a plant at Hacienda Robinson, on the outskirts of Chihuahua.

Over-the-road trains on this road are invariably doubleheaded. One engine

Home-made crossing sign on ex-FC Nacozari tells drivers to keep eye on sign.

switches a concentrating plant at the midway point of San Guilermo while another yard goat works Santo Domingo. A surprising feature of this road is that engines are also operated underground at the mine site and often emerge into daylight and roll down the main line to the concentrating plant. All five road engines and two switchers were built by General Electric and are presently lettered *Minerales Nacionales de Mexico S.A.*, the government-owned corporation which took over in 1968.

Before leaving Chihuahua, you shouldn't miss Chihuahua Pacifico 2-6-2 No. 754, on display in front of the depot. An Indian of the Tarahumara tribe, whose territory they serve, is depicted on each side of the tender. These Indians are reputed to be the world's greatest foot runners, sometimes covering 60 to 70 miles a day! Nearby in the station yards you can see observation car, *Ciudad de Chihuahua*, still bearing the words *Illinois Central* and, at the rear, *City of New Orleans* and a green diamond insignia.

Moving south and east to Monterrey, the Cerveceria Cuahtemoc brewery still uses Mexico's only "fireless cooker." In Saltillo, 55 miles west of Monterrey, an engine lettered *NdeM2* is mounted on display opposite the station. She is actually the tiny Mallet of the Cia. Minera de Penoles, which until recently served as a stand-by to the diesel at Avalos. (The other Penoles Mallet, No. 1, like Porter 0-4-0T No. 3, is now running on the Cripple Creek & Victor tourist railroad in Colorado.)

You can still discover live steam at Fundacion Morales in San Luis Potosi, 300 miles south of Saltillo. This copper plant, like the one in Chihuahua, is operated by the American Smelting & Refining Co. Now and then it uses one of two narrow-gage steamers in slag service. Two diesels perform most of the slag dumping, but whenever one is out of service, a steamer gets fired up. At present the company is changing its copper smelting process so that less rail movement will be needed in the future. Probably both diesels will have to be out of service before steam can be given a nod. No. 1924 a standard gage 2-8-2, also is available for yard switching but has not been put to work for about two years.

Although Mexico City has little live steam, it still attracts steam enthusiasts. I saw in the NdeM boneyard at Huehuetoca, 40 miles north of the capital, about 17 steamers. Most of these are handsome post-war Niagaras and all are up for sale. Want to buy one? No. 3033 was sold recently to a party in California, but ten others remain.

An interesting 2-8-0, No. 218, belonging to the former Mexicano Railway, is slated for display, along with Consolidation 1150 and 0-6-0T 504. Perhaps the most curious engine is No. 352, a ten-wheeler from the United Railways of Yucatan (Baldwin, 1888). As you probably know, the Yucatan Railways was absorbed recently by the Sureste Railway and is now operated as a division of the latter.

National Railways of Mexico also have three engines on permanent exhibition in Mexico City. The oldest is No. 40, a 4-6-0 dating from 1875, standing in Pantaco at the entrance to the Mexico City freight terminal. You can find a little 0-8-0 tank engine at 206 Noncalco Street astride the Teatro de Ferrocarriles. (Actually, the theater has nothing to do with railroading; it just happens to have been built at the rear of the Mexico City Buenavista passenger station.) And, of course, you can see the well-published German-built 0-4-2T, No. 601, in front of the Buenavista station. Her likeness appears on the cocktail napkins in NdeM dining-car service.

Seventeen other steamers are displayed by NdeM in different towns. A local railfan group deserves much credit for preserving and getting placed on display two handsome engines in Guadalajara and Queretaro. About the only major type of motive power not yet put on exhibition is the Niagara (4-8-4), but efforts are being made to get one for the town of Zacatecas.

The railfan club hopes to start a transportation museum at Miguel Hidalgo National Park, between Mexico City and Toluca. The key feature in such a museum might be a rare two-foot-gage German-built 0-4-0T, one of the only two engines of the FC de Tacubaya. This short railway was built in 1896 to connect a horsecar line in the Tacubaya district of Mexico City to an amusement park one mile away. In 1910, it was absorbed by Mexico

This well-maintained Mexicano No. 212 (a 2-8-0) is adorned by election posters at her permanent display site at Apizaco. She was built by Baldwin in 1946.

NdeM Steamers Awaiting Disposition at Huehuetoca

Number	Type	Builder-Date	
NT 504	0-6-0T	Kitson 1901	(to be saved)
NT 507	0-6-0T	Kitson 1901	(sold to San Rafael Paper Co.)
FCM 218	2-8-0	Baldwin 1946	(to be saved)
NM 1140	2-8-0	Alco 1921	
NM 1150	2-8-0	Alco 1921	(to be saved)
NM 1170	2-8-0	Baldwin 1921	
NM 3027, 3030-3031	4-8-4	Alco 1946	
NM 3034-NM 3034-3036, 3038-3040	4-8-4	Baldwin 1946	
UdeY 352	4-6-0	Baldwin 1888	(ex. SCOP 23015)

tramways and converted to standard-gage electric operation.

For almost 60 years until a few months ago, no trace of either loco was found (the second engine being the smallest 4-4-0 Baldwin ever built). The original engine was traced to a wealthy collector of automobiles living near the Mexico City airport.

A new rail museum, now nearing completion, has special interest for students of U.S. history because it is located at Chapultepec Park in Mexico City at the foot of the hill on which a remnant of the Mexican Army made its last heroic stand against invading American troops September 13, 1847.

The museum is sponsored by Cia. de Luz y Fuerza (Light & Power Co.) whose electric plants serve most of the country. This company has brought to the capital two steamers from its Necaxa power plant, 150 miles away, and is overhauling both for the museum. No. 5 is a 1904 Shay and was having a new boiler installed at the Tacubaya plant when I was there. Engine 2, an 0-4-0T Porter, sits nearby, waiting to be moved to the park.

At the shops at San Lazaro, terminal for the narrow-gage lines in Mexico City, are kept five NdeM steam locos. Four are narrow-gage Consolidations. The other is a standard-gage Mogul, No. 650, equipped with a wood-burner-type smokestack. She is kept for movie purposes and last appeared in a John Wayne picture, *Rio Lobo.* The movie was shot near Cuernevaca, the engine being lettered *U.S. Military R.R., No. 17.* The narrow-gage old-timers have been used in American and Mexican photoplays and are available for further use.

A fine slim-gage steam setup may still be seen on the line of the Fabrica de Papel de San Rafael (San Rafael Paper Co.), 35 miles southeast of Mexico City. A five-mile segment of the former San Rafael y Atlixco is operated between the paper mill at San Rafael and the NdeM connection at Amecameca. Of its two engines, one is ex-NdeM Consolidation 286 and the other is No. 5, a Baldwin ten-wheeler belonging to the original railroad. The run is made six days a week.

The engines are never turned, always facing north toward San Rafael so that loads of empties are brought in tender first. A recent run with 16 empties took nearly 2½ hours because of the hilly terrain and sharp curves. This is slower than a brisk walk. Management indicates that it wishes to continue steam power, although all NdeM narrow-gage lines have been dieselized. Unbelievably enough, 0-6-0T numbered 507, lettered *NdeT* (National de Tehuantepec), at the Huehuetoca boneyard, has been bought by the paper company as a back-up engine! She will have to be converted from standard to narrow-gage, but her age (69 years) makes this an unusual change-over.

This handsome gal, built by Baldwin in 1881, is on display in Mexico City.

News at the Teziutlan Copper Co., which owns two narrow-gage Shays, is somewhat less than good. Engine No. 3 is out of service and will likely not be repaired. The company bought a Trackmobile last spring for use both inside and outside the plant. A second trackmobile is due any day now, at which time all of the plant's steam operation will cease. One Shay will be displayed in Teziutlan or in Mexico City; the other may be cut up.

Still a 100 percent steam stronghold is a sugar company, Cia. Industrial y Azucarera, S.A. (CIASA). Its five narrow- and two standard-gage locos at San Juan Covarrubias, 130 miles south of Veracruz, burst into bloom during the milling season from late December to mid-April. Rumor has it that the nearby sugar company at Lerdo de Tejada, the Ingenio San Francisco,

Retaining her Mexican Eastern (OM) markings to the end, 1904 Baldwin narrow-gage No. 143 is on display at Oriental.

Teziutlan Copper Co.'s No. 2 works uphill with cut of cars for the NdeM interchange. This Shay will be retired soon.

No. 1, the last steamer used by the Minera de Santa Rosalia, is now standing forlornly in a crumbling old enginehouse.

which gave up rail transport of cane in 1963, still has steam power stored on its premises. When visiting there, I noted that the plant was largely closed down. I could find no one to ask about it. I'd like to learn what happened to its engines, especially since nearly all of its 30-inch-gagers were built before the turn of the century.

As Mexico completes the last stages of its dieselization, a half-dozen operations are still using steam regularly while an additional two or three may use steam occasionally. More than 20 steamers are on display and about the same number are in storage or await scrapping. This, then, is the twilight of steam in Mexico. *(See page 31.)*

San Rafael Paper Co. No. 5 backs empties down a street in Amecameca for interchange with diesel-powered NdeM train.

STEVE MAGUIRE'S

TRANSIT TOPICS

NATIONAL Transportation Safety Board has released an accident prevention study of the proposed Washington, D.C., Metro subway. It lists five problem areas, and adds that although Metro "was conceived by competent, safety-conscious professionals," the absence of provisions for a systematic review of the project has resulted in a system with "identifiable hazards which could lead to disaster in future operations."

The five problem areas are: (1) Metro tracks are too close to conventional tracks and highways. In case of a simple derailment, trains could not be kept on their own rails. A possible solution would be to separate tracks horizontally or vertically. Also, highway guard rails should be replaced by a concrete wall to prevent heavy trucks from encroaching on Metro tracks.

(2) The absence of support columns separating trains in tunnels makes a collision of trains moving in opposite directions almost inevitable in case of a derailment. Strong guard rails should keep the derailed train in line with the track.

(3) At Metro's 86 proposed stations there is no system to prevent riders from being pushed, or falling, from platforms onto tracks. The Board wants some sort of barrier wall separating passengers from incoming trains until the trains stop. Also, loading and discharging passengers through separate doors to facilitate passenger flow.

(4) No provisions for emergency exits in tunnels. Such exits with well-marked and lighted access walkways are a must if frightened people have to be evacuated quickly and safely.

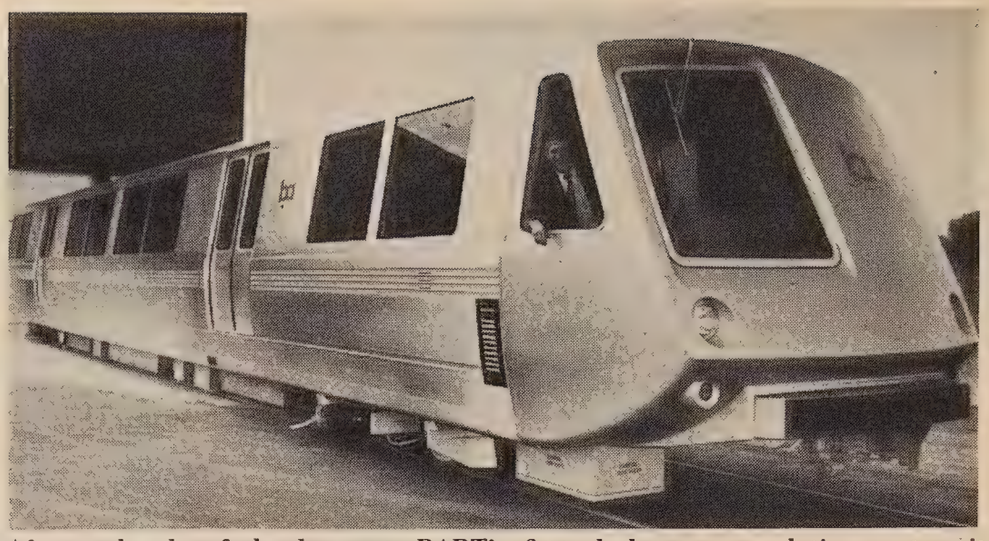
(5) Preliminary car design will not protect passengers in cases of collision. Says the Board: "The cars' front-end design and large windows provide little protection from foreign material if the car overturns at high speed." Also called for are means of evacuating passengers other than through regular doors.

CHICAGO South Suburban Mass Transit District, buying new suburban electric cars for the Illinois Central, found that funds from the U.S. Dept. of Transportation plus the one-third from the IC added up to $37,797,000. Due to inflation, this would have been enough to buy only 123 of the 130 cars needed to replace older ones. Since then, DOT has approved a $1.4 million extra grant. With $700,000 more from IC for its share, $2.1 million is now available, and IC commuters can now look forward to riding an entire new fleet of double-decked, air conditioned cars, vastly superior to the older equipment.

These cars will not be run in trains with the older ones. They have different couplers, and the advanced electrical, control, brake, and door systems are not compatible with the older equipment. Moreover, each new car is 10 feet longer, so doors would not open at the proper locations. The new cars will have two-way radio systems for instant communication between train crews and the control center. Power will flow to the motors from the overhead wire through a European-style single-arm pantograph set in a recess in the front of the roof of each car. Top speed will be 75 mph.

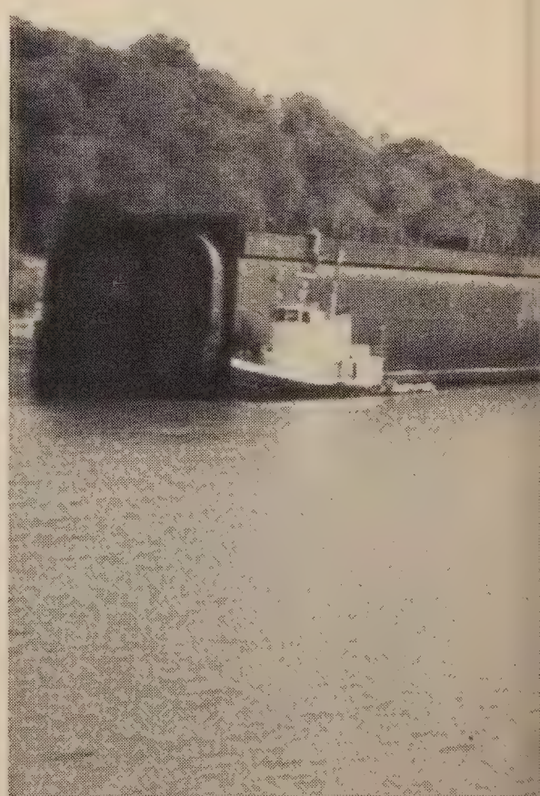
People complained so much when diesel horns replaced steam loco whistles that IC is equipping the new cars with Nathan horns having the same intensity and pitch as those in use for nearly 50 years on the old electrics.

In other area news, Chicago's six suburban railroads recently urged the Illinois Legislature to create a public transportation agency to operate or control all forms of surface passenger transportation in the six-county region of northeastern Illinois. The new agency, to be called Chicago Metropolitan Area Transportation System, would incorporate all facilities and operations, public and private, in the five counties. Included would be the Chicago Transit Authority, C&NW suburban operations, and the IC, Milwaukee Road, Burlington Northern, Rock Island, and South Shore railroads.



After a decade of development, BART's first sleek, new, revolutionary transit car rolls smoothly out of the shops at Hayward, Calif., making its public debut. Jet Age techniques are used. Ten such prototypes being built by the Rohr Corp. at Chula Vista, Calif., will be tested intensively for six months on the BART system, starting next spring. Top speed, 80 mph. Driver's cab is made of one-piece fiberglass. Windshield is high-impact glass as in commercial aircraft.
Photograph from Bay Area Rapid Transit District

TWO trolley systems of unusual interest may have been abandoned recently. One, in the Yugoslavian resort city of Dubrovnik, operated small single-trucked cars that resembled the *Toonerville Trolley*. Apparently its attraction to tourists was not sufficient to justify repairs to such old equipment. The other one was Indo-China's last trolley system, serving Hanoi in North Vietnam. Its motor-trailer trolleys were seen occasionally in war news photos. Now we hear of reports that this system



To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

has been abandoned. Can any reader verify this?

LATELY we have noticed an increased interest by readers in learning exactly where streetcars once ran. When traction lines were at their peak around World War I, thousands of separate American companies were operating over 40,000 miles of route. A great asset in tracking down these lines are the annual electric railway directories which were published by McGraw-Hill and its predecessors during the best years of the street railway. Unfortunately, most issues are rare and quite expensive.

Now, the 1924 *Electric Railway Directory* has been reprinted in hard cover by Wagner Car Co., 59 Euclid Ave., Cincinnati, Ohio 45215, for sale at $9.50. We also hear that Harold Cox, Forty Fort, Pa., will reprint a 1918 directory; this will be reviewed as soon as it is available.

Even more important is a portentous undertaking by Allison Chandler, 228 E. Jewell, Salina, Kan. 67401. Allison, you may remember, wrote *Trolleying Thru the Countryside*, the story of Kansas street railways and interurbans. Now he is working on a book that will contain not only a complete listing of electric railways in the area between the Mississippi River and California, but also photos and history of all these lines. Tentatively titled *Trolleys of the Great Plains, the Rockies, and the Ozarks*, the book will be published by Swallow Press of Chicago.

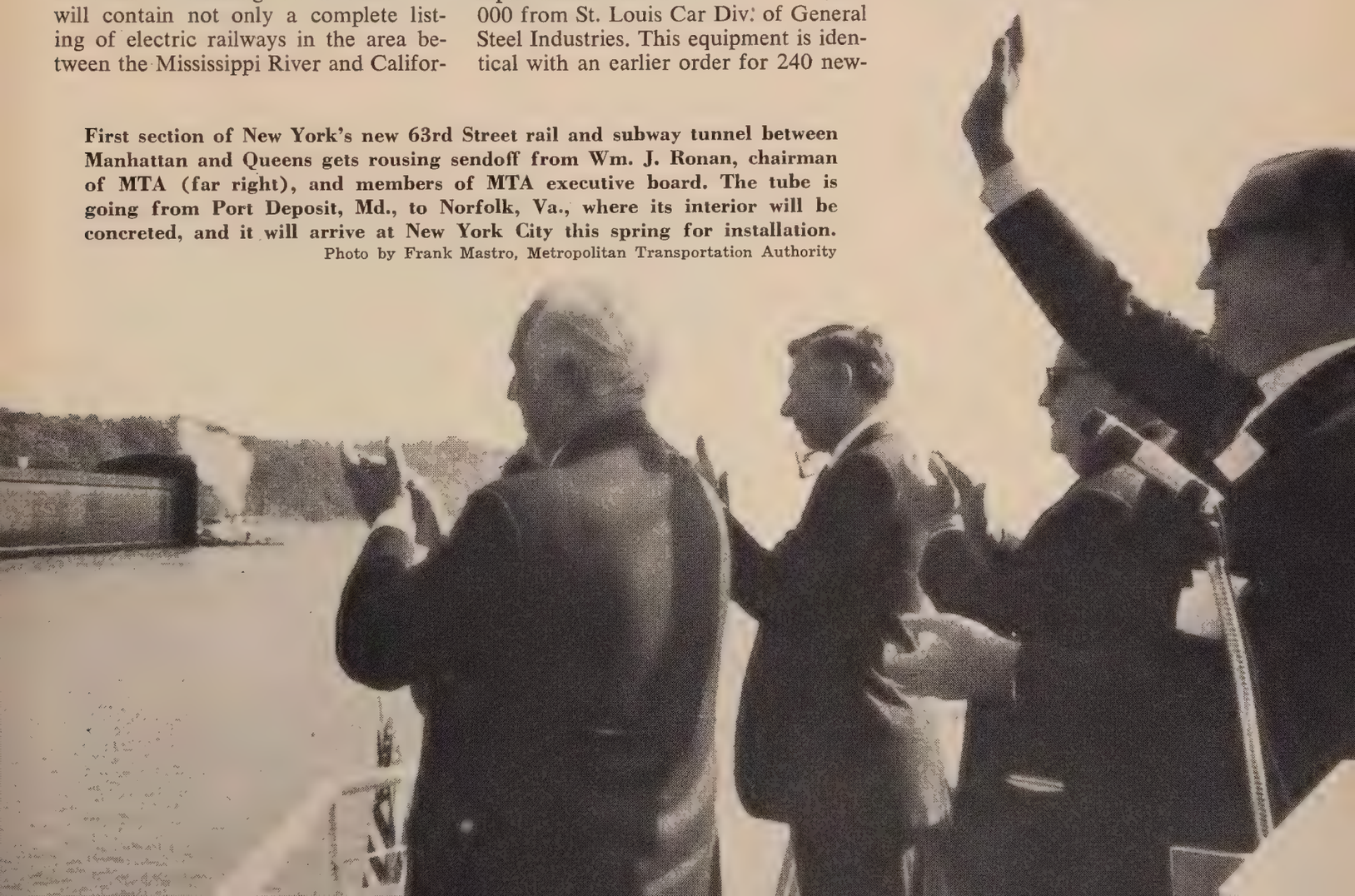
Your editor has been helping Mr. Chandler with this book, but we need the history and photos of several small lines abandoned long ago. If anyone has material on the following, Allison wants to hear about it: Florence, Ariz.; Sandpoint and Caldwell, Idaho; Norfolk and South Omaha, Neb.; Okmulgee, Ardmore, and Clinton, Okla.; Hot Springs, S.D.; and the Bingham Central of Lark, Utah.

Old retired cars 3550, 1164, and 3651 in the Baltimore, Md., Streetcar Museum.
Photograph by Stephen D. Maguire

NEW YORK Metropolitan Transportation Authority is buying 52 new rapid transit cars at a cost of $11,402 000 from St. Louis Car Div. of General Steel Industries. This equipment is identical with an earlier order for 240 new-model cars that are larger and faster than any now running on the New York subway system. Some of the new cars will be used on the Staten Island Rapid Transit line, replacing older ones within a year, the entire delivery to be completed by 1972.

THE COUNCIL of Better Transit Organizations coordinates the activities of 12 transit consumer groups in the New York City area. It is now making available a comprehensive package of better transit information. The package, writes CBTO chairman Dick Cuffari, is designed to inform riders on the issues involved in the fight for better transit. It is available by mail for a 25¢ handling charge from the CBTO at P.O. Box 42, Brooklyn, N.Y. 11210.

First section of New York's new 63rd Street rail and subway tunnel between Manhattan and Queens gets rousing sendoff from Wm. J. Ronan, chairman of MTA (far right), and members of MTA executive board. The tube is going from Port Deposit, Md., to Norfolk, Va., where its interior will be concreted, and it will arrive at New York City this spring for installation.
Photo by Frank Mastro, Metropolitan Transportation Authority



Inbound Cleveland Rapid Transit train near Union Station, Cleveland, high above the trackage of what is now Penn Central.
Photographed August 4, 1963, by Elmer Treloar

A READER believes he has set a record. Robert R. Shaw, professor of accounting at Clarkson College of Technology, Potsdam, N.Y. 13676, says that at one time or another he has ridden street railways in 93 cities; 41 in North America, 44 in Europe, and 8 in Asia. Who can beat his record?

MAGEE Transportation Museum at Bloomsburg, Pa., has almost finished restoring Lehigh Valley Transit passenger car 801 whose body it obtained two years ago. To do this, the museum first got operating freight motor C15 from the Philadelphia Transportation Co., originally an 800 series passenger car, too. Thus, its trucks, motors, and electrical equipment could be installed in 801, the equipment being identical.

Another car body—this one in excellent condition—is interurban No. 157 of the Rochester & Eastern Ry., later New York State Railways. This came to the museum in July and to restore it (though not to operating condition), parts from one of the center-door interurbans of Philadelphia Suburban Transportation (now SEPTA) will be used. The center-door car will be scrapped, but its motors, trucks, and controls will be installed to give the 157 an appearance of being operable. The trucks are wide-gage and cannot be used on the Magee tracks, so the restored car will rest on a siding.

Photograph by Stephen D. Maguire
Body of ex-N.Y. State Rys, interurban car 157, now in Magee Museum, had been used as summer home in good condition since line quit in 1931.

A GAME called *Trolley Car Cards,* popular back in 1904, used to be played with a set of cards made up of suits called conductor, passengers, transfers, etc., all illustrated with contemporary characters. Now, these cards have been reproduced for sale by B. Shackman & Co., 2 W. 35th St., New York, N.Y., a wholesaler. Unfortunately, they will only sell in large lots. We have seen them sold at souvenir stands of Pine Creek RR at Allaire, N.J., and the Branford Electric Railway Assn., P.O. Box 457, Short Beach, Conn. 06405. Readers who want them should inquire there.

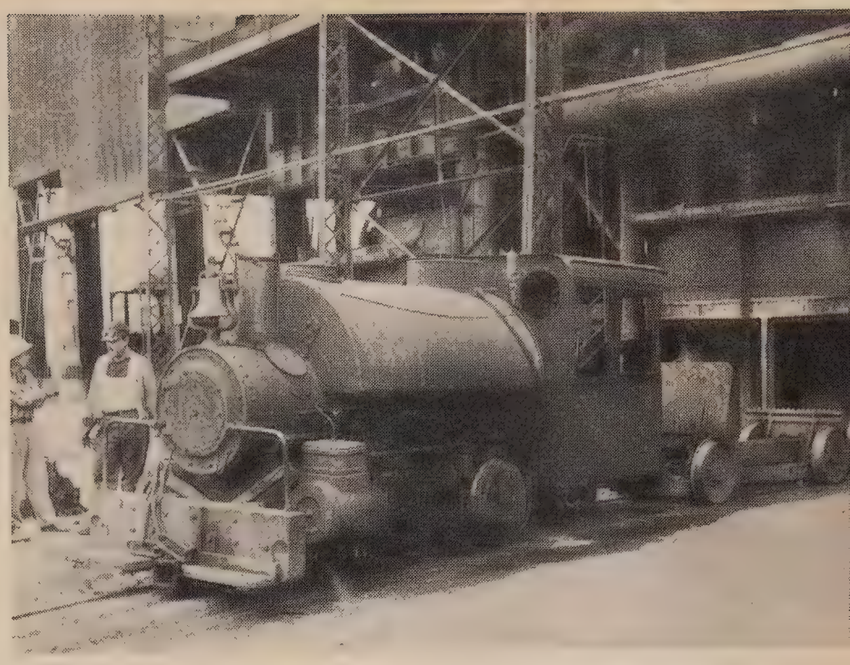
New Electric Publications

***Montana's Trolleys: Butte, Anaconda, B.A.P.*, by Ira L. Swett, 138 pages, 8½ x11, soft cover, $4. from the author at 8438 Mountain View Ave., South Gate, Calif. 90280. The second in a series of histories of Montana trolley lines, it covers the Butte Electric Railway, Anaconda Street Railway, and the Butte, Anaconda & Pacific—all of which operated in copper mining areas. The Butte system had a nice variety of old equipment before service ended in 1937, while the Anaconda line ran trains to the smelter for employees during shift changes. Its old trailer trains kept going as late as 1951 when buses finally took over. BA&P still operates freight but ended electric operation in 1967.**

The new book, *90 Years of Buffalo Railways*, reviewed in September, available in both hard cover, $12.95, and soft cover, $9.95. Orders for this story of the International Railway system should go to author Wm. Gordon, 811 Garson Ave., Rochester, N.Y. 14609. •

Mexican Steamers on Display

Location	Number	Class	Type	Builder Date
Chihuahua	CHP 754	————	2-6-2	Alco 1911
Apizaco	FCM 212	GR28	2-8-0	Baldwin 1946
Nacozari	Jesus Garcia 501	GO23	2-8-0	Alco-Schenectady 1900
Saltillo	NM 2	Mallet	0-4-4-0	Orenstein-Kappel 1902
Gomez Palacio	NM 3	————	0-4-0T	————
Pantaco-Mexico City	NM 40	————	2-8-0	Baldwin 1875
Guadalajara	NM 73	F7	0-4-2T	Schenectady 1889 (ex-n.g.)
Buenavista-Mexico City	NM 601	A1	0-4-2T	Orenstein-Kappel 1917
Chihuahua	NM 625	B12	0-6-0	Baldwin 1907
Sindicato-Mexico City	NM 639	C1	0-8-0T	Baldwin 1881 (ex-n.g.)
Cardenas	NM 672	ER7	2-6-0	Alco-Cooke 1906
Juarez	NM 701	F1	4-6-0T	Baldwin 1887 (ex-n.g.)
Durango	NM 900	GR3	2-8-0	Alco 1936 (ex-n.g.)
Felipe Pescador	NM 907	GR3	2-8-0	Alco 1936 (ex-n.g.)
San Luis Potosi	NM 1182	GR20	2-8-0	Baldwin 1924
Ciudad Frontera	NM 1399	GR34	2-8-0	Alco-Cooke 1902
Monterrey	NM 2501	L1	2-4-2T	Alco 1907
Queretaro	NM 2520	MR6	4-6-2	Baldwin 1921
Aguascalientes	NM 2708	NR1	4-6-4	Alco 1938
Oriental	OM 143	GO24	2-8-0	Baldwin 1904
Acambra	Steam engine, specifications unknown			



No. 5 of Fundacion Morales is waiting at San Luis Potosi to receive a cargo of molten slag.

The oldest NdeM locomotive on display is No. 1875, a venerable Baldwin Consolidation (1875) seen in Mexico City opposite the Freight Terminal.

This builder's plate adorns an early Shay locomotive that is now undergoing a general overhaul at the Tacubayo power plant in Mexico City.

Operational Steam in Mexico

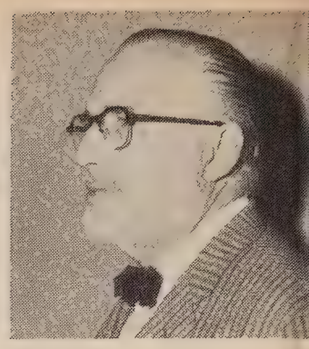
Road Number		Type	Mfr. Number	Builder Date
Cananea Consolidated Copper Co.				
7	(3 ft.)	2-6-2T	30317	Alco-Schenectady 1905
8	(3 ft.)	2-6-2T	29717	Alco-Dickson 1906
12	(s.g.)	2-6-2T	6458	Porter 1906
Cia. Minera de Santa Rosalia (3-foot gage)				
2		0-6-0T	7815	Baldwin 1886
4		0-6-0T	8541	Baldwin 1887
5		0-6-0T	8541	Baldwin 1887
7		0-6-0T	16484	Baldwin 1899
FC Mexicano Pacifico (standard-gage)				
4		2-8-2	55645	Baldwin 1923
6		2-8-2	53277	Baldwin 1920
7		2-8-2	54077	Baldwin 1920
FC Occidental de Mexico (standard-gage)				
1		0-6-0	7460	Porter 1942
2		0-6-0	7463	Porter 1942
Chihuahua Mineral Railway (3-foot-gage)				
2		2-8-0	16525	Baldwin 1899
4		2-8-0	24306	Baldwin 1904
6		2-8-0	6950	Porter 1925
7		2-8-0	58530	Baldwin 1925
Cerveceria Cuahtemoc				
3		0-4-0F	7706	Porter
Fundaciaon Morales				
4	(3 ft.)	0-4-0T	2302	Porter 1901
5	(3 ft.)	0-4-0T	2459	Porter 1901
1924	(s.g.)	2-8-2	43056	Baldwin 1913
Cia. de Luzy Fuerza (3-foot-gage)				
2		0-4-0T	3009	Porter 1904
5		Shay	982	Lima 1904
National Railways of Mexico				
67	(3 ft.)	2-8-0	——	Alco-Schenectady 1900 (Hd. FCI)
262, 269, 271	(3 ft.)	2-8-0	——	Baldwin 1921
650	(s.g.)	2-6-0	——	Alco-Cooke 1906
Fabrica de Papel de San Rafael (3 foot gage)				
5		4-6-0	17381	Baldwin 1900
286		2-8-0	——	Baldwin 1924
Teziutlan Copper Company (3 foot gage)				
2		Shay	1848	Lima 1907
3		Shay	2449	Lima 1911
Compania Industrial Azucarera, S. A.				
1	(3 ft.)	2-8-0	18620	Baldwin 1901
2	(3 ft.)	2-8-0	17681	Baldwin 1900
3	(3 ft.)	2-8-0	15784	Baldwin 1898
5	(3 ft.)	2-6-0	19041	Baldwin 1901
265	(3 ft.)	2-8-0	55026	Baldwin 1921
5	(s.g.)	2-6-2	——	Alco 1917
101	(s.g.)	2-6-2	——	Baldwin 1926

Mt. Clare, B&O's first passenger depot, still stands in Baltimore but is no longer a station. At the left you see part of the B&O Transportation Museum.

Interesting Railfans No. 97

LAWRENCE W. SAGLE

by Freeman Hubbard



TWO MOMENTOUS but unrelated events occurred at Harper's Ferry, in the mountains of West Virginia, where the fabled Shenandoah River meets the Potomac. A great abolitionist touched off the Civil War with a raid in 1859 and Lawrence W. Sagle was born there on February 27, 1892. Today, "John Brown's body lies a-moldering in his grave," but Larry, with a gray beard trimmed much shorter than John's, continues to swagger proudly on.

L.W.S. made history as a Baltimore & Ohio public relations man and guardian angel of the B&O's Transportation Museum in Baltimore. The old stone house he was born in faces both the Shenandoah and the B&O's scenic Valley branch. No bronze plaque identifies this landmark. At the time of Larry's birth his maternal grandparents lived in it; later his grandpa became a B&O night watchman.

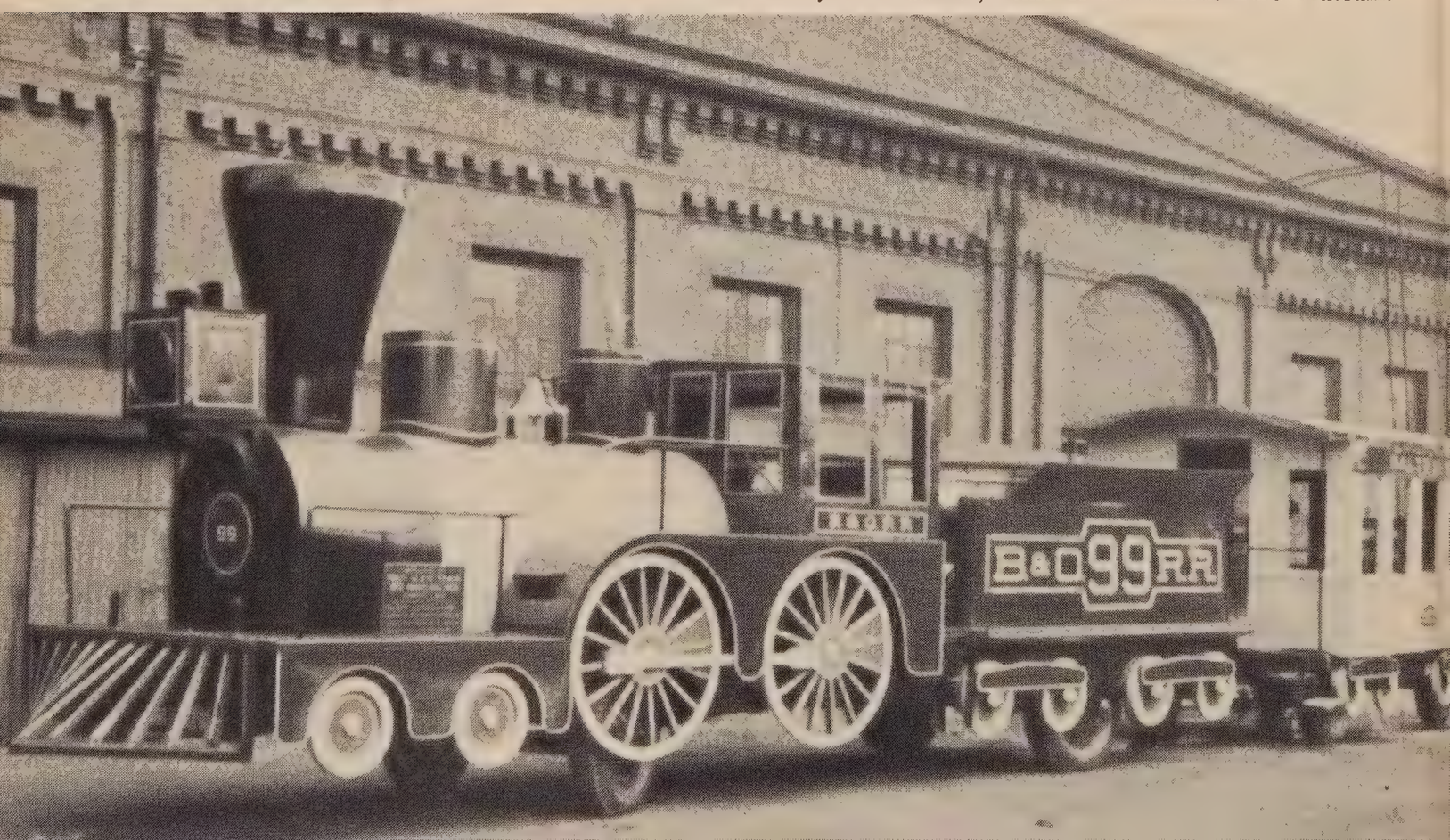
For his first 29 years our subject resided with his parents in Maryland within three blocks of the road's Mt. Clare Shops, in which his father worked as a machine operator. The boy often peered through the shop gates or meshed iron fence. He watched the puffing, clattering switchers bat cars around the maze of tracks that glinted by sunlight or shone silvery in the rain. Eagerly he took out books of railroad stories from the public library, and when *Railroad Magazine* first appeared in 1906 he began reading that also.

"Many a time," he recalls, "my parents took me back to Harper's Ferry for visits. We rode on company passes. I'd sit on the broad windowsills of the antique stone house with eyes glued on passing trains. Ten-wheel Davis Camelbacks hauled most B&O freights."

Not having a camera, the lad drew pictures of engines and trains. He could hardly wait until he became 16 to take a railroad job, working as a junior draftsman above the mechanical engineer's office at Mt. Clare. There he was given a 5x7 camera and a simple developing tank. The negatives he made were printed downtown.

Among other assignments, Larry shot more than 100 photographs for use in Federal hearings on the then-proposed Safety Appliance Act, which the B&O and other carriers were fighting. Money-conscious managements opposed the adoption of train safety devices but have bragged about them ever since they were installed.

Rubber-tired parade train designed by Larry Sagle, built at Mt. Clare shops in 1936. While train is in motion, its whistle, bell, and lights work and its driving wheels turn. Behind it is the old Bailey's roundhouse, home of the famous B&O Museum.



In those days, whenever a new or rebuilt B&O engine was outshopped, she was tested on a short run, usually to Relay, Maryland. As soon as his office closed for the evening, Larry would race over to the erecting shop to see if a loco was due for a trial. If so, he'd beg a ride in her cab. One day a new engine, with Larry aboard, did not return to Mt. Clare but went instead to the Riverside Shops about 12 miles away. The boy hadn't a nickel on him, so he walked all the way back home. Very hungry and tired, he finally sat down to supper that night. He had learned a lesson. Thereafter he never left home without at least some small change in his pocket.

"I always had two loves," he says, "railroads and art. As a child I took a correspondence course in cartooning and illustration, and in 1910 I left the B&O and tried to get work on a newspaper. No luck. But *The New York Times*'s head cartoonist offered me sound advice: 'Correspondence schools are no good. To become an artist, you should enter an art school and draw from life for a few years.' So I returned home and enrolled at the Maryland Institute of Art and Design. In 1914 I graduated, incidentally winning the Peabody Prize for the year's best drawing."

He got an art job on the old *Baltimore News*, but before he could begin work the Art department folded up, due to a recession at the outbreak of World War I. Going back to Mt. Clare, he became an assistant shop clerk and later a timekeeper. In 1917 he joined the U.S. Navy. Two years later he again returned to Mt. Clare, this time for a series of jobs.

Meanwhile, Larry had begun contributing articles for railroad trade journals and the *B&O Magazine*. A B&O assignment to make the scenic effects on a miniature layout at Mt. Royal Station got him interested in model railroading. He designed exhibits and a rubber-tired replica of the first engine to pull an official train into Wheeling (1853).Then in 1936 he was assigned to the Public Relations department. There he remained until he retired reluctantly in 1961.

The intervening years were filled with achievement. Larry often went to the West Coast to consult with movie producers about the use of old B&O equipment for such films as *Wells*

"Home for Christmas: 1853" was painted by Larry, who achieved considerable success as an artist. The engine is an inside-connected Norris "Dutch Wagon." Some of Railfan 97's paintings are modernistic, bizarre, and even Rabelaisian.

One of Larry's major interests is model railroading. We see him driving a half-inch scale live steamer, a B&O Pacific, class P-7, built by Dick Bagley. Scene is Dick's home in the San Fernando Valley of California about twenty years ago.

Fargo (Paramount), *The Great Locomotive Chase* (Disney) and M-G-M's *Stand up and Fight, The Swan,* and *Raintree County.* He also cooperated with TV networks for broadcasts using B&O trains.

Clever and full of ideas, he designed the B&O's portable model railroads which were displayed in department stores, hospitals, hobby shows, and at the 1948-'9 Chicago Railroad Fair, of which he was resident manager for the Eastern Railroads. In the summer of 1945 he supervised a traveling show that had been built around the B&O's O-gage railroad and displays furnished by the Association of American Railroads. The U.S. Army, Special Events Division, used this peripatetic show to recruit the rail labor urgently needed for moving wartime freight.

In 1943-'4 Larry served as president of the National Model Railroad Association. He wrote fact articles for *Railroad Magazine, Trains,* and model publications. Charley Penn of *Railroad Model Craftsman* published his first three books: *Book of Rules for Model Railroaders, Fun With a Model Railroad,* and *What Makes a Locomotive Go.*

Later, Simmons-Boardman put out his *Picture History of B&O Motive Power* and *Freight Cars Rolling,* and Al Staufer published his *B&O Power.* For many years our hero was a judge at the *Model Railroader*'s annual model contest, besides judging at various hobby shows. He has a collection of model locos and cars (O and HO gage) that he values at $4,000.

By keeping in touch with directors and department heads of great museums throughout the country, he learned much about their technique. In 1953, when the B&O assigned him to set up its now-famous museum he was well prepared, and he served as its curator until his retirement.

Railfan No. 97 is of medium height, has kindly gray eyes, thinning gray hair, and chin whiskers. Since age 25 he has added 58 pounds to his weight, which is now 188, even though in recent years he has cut down sharply on starchy foods and sweets.

"I take no exercise of any kind," he admits, "drink occasionally, and smoke at least two cigars a day."

Walter J. Teskey of Pittsburgh knows him as "a very relaxed and unhurriable Southern-type gentleman."

Besides being an honorary member of the NMRA, Larry belongs to the R&LHS, the Railroad Enthusiasts, NRHS, Southern California Live Steamers, and the Baltimore Street Car Museum as well as several art and military veterans organizations.

Romance entered his life on a Sunday school steamboat excursion in 1913 when he met petite Rachel Rodgers, who wore her dark brown hair in long curls. She weighed barely 100 pounds when they were wedded on August 20, 1921. They now live at Eudowood Towers, Apt. 600, 1000 E. Joppa Rd., Towson, Maryland 21204, and have three daughters, all married; six grandchildren, and a pedigreed blue Persian cat named Blue Boy.

According to an old friend, Mrs. Gordon Varney, our hero has "a terrific sense of humor." Somewhat on the bawdy side. "Larry had a side kick named Mel Thornburgh," writes Ed Ravenscroft of Phoenix, Arizona, "and I recall the time, late one night at a gathering of model railroaders, when they led us in singing that old railroad folklore ditty entitled 'Passengers will please refrain from flushing toilets, while train is standing at the station.' "

C. Caroll Bateman, president of the Insurance Information Institute in downtown New York, recalls how Larry and several other members of the Charcoal Club played a practical joke on the Baltimore Museum of Art.

"In those days," he says, "the museum's director was a dignified lady who liked ultra-modern, non-objective art. In the annual Maryland Artists Show she tended to give preference to

August 5, 1952: the last train out of Baltimore on the famed "Ma and Pa" (Maryland & Pennsylvania Railroad).
Photograph by Lawrence W. Sagle

non-objective canvases, overlooking the more traditional of Maryland's fine artists, among whom was Larry Sagle.

"One year in the mid-1930's, just before the show, Larry and a few others slapped out some crazy non-objective paintings, signed them with the pseudonym 'I.L. Glutz,' and entered them in the museum's annual show. Surprisingly, some of these atrocities were accepted and exhibited under the name of the 'unknown' I. L. Glutz. Thereupon, Larry and his pals revealed the hoax to the *Baltimore Sun*, which played it up and made the lady director look a little foolish."

Louis F. Meyer remembers that the exposure of this hoax "was greeted with great glee and not a little malice, and a red-faced jury hastily removed the fake contribution from the holy place."

Carroll Bateman carries on the story. "Afterward, over a long period of years, the Charcoal Club celebrated Glutz's birthday on April Fool's Day with a banquet of corned beef and gallons of liquor. It was a great party that each year featured a new discovery of some of Glutz's long-lost works. And writers belonging to the Charcoal Club would come up annually with so-called missing pages from Glutz's diary, usually revealing sexual escapades.

"One year, for example, Larry pretended to have found in an old West Virginia barn a painting like those of Grandma Moses, presumably done by Glutz. Only if you examined the canvas closely did you notice its eroticism. A Baltimore lady patron of the arts, who shall be nameless here, paid $500 for this work of art and hung it over the mantelpiece in her living room. It was quite a conversation piece."

Carroll also says: "In bygone days, sitting in the men's lounge of the old-style curtained Pullman cars, Larry was a great raconteur on those long evenings while the wheels were clacking over the rail joints. He was perhaps at his best with a few drinks under his belt, singing the innumerable verses of 'Pullman berths were built for one, But two can have a lot more fun,' to the tune of *Humoresque*."

Charley Penn remarks: "His landscapes in oil have received high honors in art galleries. Also, on occasions, he produced some of the weirdest-looking canvases you could imagine. One, for instance, is a portrait, half man and half machine, with fantastic gears spinning in his head, drinking fire."

Another friend, G. H. Pouder, describes Larry as "slightly zany and whimsical, adding: 'As a painter he produced some fine work and sold a substantial number of his canvases. With his buddy, the painter and etcher John McGrath, he used to kid the public through a sheet called *Palette*, writing under a pen name and creating such characters as Sebastian the Cockroach. For 35 years he was secretary of the Charcoal Club of Baltimore. He helped to assemble a group of the club's artists who called themselves the 'Touchilists.' Their *modus operandi* was to be blindfolded, have nude female models brought in, examine them by touch, and then paint from memory what they felt. The resulting gems of art were hilarious."

Railfan No. 97 confesses to the "secret vice" of writing poetry. The following verse, vintage 1930, is entitled "Through a Pullman Window":

The Dragon and the Bear look down,
The Scorpion and the Crab take fright;
Orion turns his head to frown
As we hurtle through the night.
Reclining upon my pillow soft,
I gaze in wonder at the sight
Of countless stars so far aloft
Encrusted in the field of night.

Our roaring engine flaming bright,
Our train a blazing comet's tail,
Rushing onward through the night
Along the smooth and glistening rail.
The mystic swinging of a star,
Through stygian black and distant space,
Is shared by me as, in my car,
My soul thrills to the race.

A light upon the mountain wall,
Reflections deep within the stream,
The whistle's loud, resouding call,
Blend in the mystery of a dream.
Secure within my Pullman berth,
Relaxed when cares of day are done,
My spirit soars above the earth
And the stars and I are one.

"Lawrence W. Sagle will ride trains as long as he lives," James H. Bready wrote in the *Baltimore Sun*. "He scorns mergers, retirements, name changes, washouts on the line, suspensions of passenger service, and even the occasional conductor who refuses to honor a lifetime pass on the Stroud's Creek & Muddlety Railroad."

Carroll Bateman sums him us as follows: "Larry's chief interest is railroad history and he was almost single-handedly responsible for the establishment and maintenance of the B&O Transportation Museum. He loved the museum's old steam locomotives, cars, and other equipment as if they were his own children."

J. L. Stanton, who used to work with Larry, comments: "The fine old B&O was in strained circumstances, to say the least, during my final days in the PR department. No source of revenue was being passed up, including funds to be derived from the sale of old steam locomotives.

"This company policy, carried out by the operating vice president, was in sharp contrast with the Sagle philosophy of the Railroad's obligations. Larry zealously guarded good examples of various classes of engines and did all he could to keep them from the wrecker. To my knowledge, this culminated in one instance where, with the connivance of other railroad sentimentalists, he actually had two huge locomotives, a 4-6-2 and a 2-8-2, placed in an out-of-the-way shop near Pittsburgh so they wouldn't be scrapped!"

A Good Place to Spend Christmas:

RED CABOOSE LODGE

at Strasburg, Pa., beside the track of the Strasburg Steam Rail Road

Ever feel like spending a night in a caboose? You can get that chance if you journey to the Red Caboose Lodge. Located in the heart of the Amish countryside, this motel setup has eleven N-5 type hacks, strung end-to-end and painted with the famous insignia of roads such as the Pennsy, Rock Island, Rio Grande, and Santa Fe.

Inside, from two to seven persons can sleep comfortably. Judging from the expressions on these youngsters' faces, they are enjoying every minute of it. Each old retired caboose is fitted with luxuries a grizzled railroader might have scorned: there are railroad curtains with matching pillowcases, total electric heat, air-conditioning, private bath, and a television set concealed in the pot-bellied stove, with a lamp on the end of the stovepipe.

At 8:30 a.m., occupants are called from their crummies (a typical one is shown at left) to the dining car (below) where they are served a hefty, country-style breakfast. The 80-foot-long coach is equipped with brass Pullman lanterns against a plush Victorian flocked ceiling, and red velvet curtains with gold tassels. If you look out the window, you may see an Amish buggy trotting by, or a Strasburg loco steaming past just a few yards away. Owner of the lodge is Donald M. Denlinger, Soudersburg, Pa.

—Albert Herskovits

PASSENGER TRAIN SURVEY

On its way to Buffalo, Penn Central train No. 73 crosses the Genessee River in downtown Rochester, N.Y., in August, 1970.
P. J. Templeton, P.O. Box 111, Mendon, N.Y. 14506

MISSOURI PACIFIC'S last passenger train, the *Texas Eagle*, no longer runs in the Lone Star State. With approval of the Texas Railroad Commission, the Mo Pac has discontinued its daily north and south passenger runs between Laredo and Texarkana, despite last-ditch efforts made by the National Association of Railroad Passengers to block the Commission's action in Federal court. Only two big roads, Santa Fe and Southern Pacific, still operate passenger trains in the nation's second largest state, while two shortlines, Texas Central and Moscow, Camden & San Augustine, still run mixed trains.

The *Eagle*'s farewell runs on September 21st were out of Laredo at 9:05 a.m. and out of Austin at 4:37 p.m. Dixie Shipp, staff writer for the Austin *American-Statesman*, gives some impressions of the northbound trip.

"Looking around, you can see the heart of the train, the coach with 76 soft chairs, wide aisles, foot rests and large windows, smoothly gliding on ribbons of steel through country unmarred by billboards.

"Go up to the diner. Once elegant, it is now a mirror of yesterday's luxury. You see only 24 seats at six tables and a steam-powered kitchen, not quite out of view.

"High-priced food is served on formal white-clothed tables. Sitting high as you eat, you see a panorama of nature gliding by at better than 70 mph.

"Return to rest in the coach. There a conductor explains that Pullman and sleeper cars were done away with two years ago.

"Now there is something exciting up ahead. The train has slowed and is pulling to a sidetrack while a freight passes. The switch is thrown. You hang your head out the vestibule to count the cars as they pass: 98, 99, 100, you lose count of them.

"A far cry from the final five-car passenger train, three cars of which are deadheads.

"You watch as the crew direct your train as it creeps back onto the trunk line. By the time you get to San Antonio, an hour late and pulling a private car with Glen Shepherd, Mo Pac vice president, news that this is the last run has spread all over the depot. Mr. Shepherd seems to be as surprised as anyone.

"E. L. Doerste, general agent for Mo Pac in San Antonio, was one of the first to hear the train-off order. Headquarters in St. Louis told him around noon to quit selling tickets."

Says W. Hope Tilley, 1800 Lavaca St., Austin, Texas: "There is no longer any mass transportation out of this city in any direction except by bus. If you ride a stink buggy to San Antonio to board a Southern Pacfic train, you get only tri-weekly service, and you take a siding for every passing freight."

Discontinuance of the *Eagle* looks like foul play, according to Don Ruckman, 315 E. 17th Street, St. Petersburg, Fla., who writes:

"One of my favorite vacations began with a trip on the *Texas Eagle* down into Mexico. I resent the Mo Pac's going to the Texas Railroad Commission rather than the ICC for permission to drop the train. Could this be because the ICC occasionally refuses to let a railroad drop a train, despite the familiar plea of the train's operating in the red—as long as it finds the train serves the 'public interest, convenience, and necessity'?

"Although the *Eagle* ran beyond the state line to St. Louis on the north and Mexico City on the south, the TRC discontinued its Texas service. Presumably it still operates between St. Louis and Texarkana. Since it doesn't serve Texas any more, is it still called the *Texas Eagle?*

"I would not question the TRC's authority to act if the train had shuttled only between two points within Texas. Under the circumstances, its decision seems unfair and wrong. Also, it might serve as a precedent in case the Santa Fe, which still operates the *Texas Chief* between Houston and Chicago, decides to drop that train. If it stopped at the Red River between Gainesville and Oklahoma City, its losses would increase and still another passenger train would pass into history. Fellow ferroequinologists should be on the alert for this."

ICC orders Seaboard Coast Line and Louisville & Nashville to keep operating the *South Wind* between Montgomery, Miami, St. Petersburg, and Louisville at least utnil Feb. 10th. SCL is authorized to change the *South Wind* from daily to tri-weekly between Jacksonville and New Orleans, but must restore sleeping and diner services, reports George Gerhart of Miami.

Coast-to-coast sleeping-car service has returned to the American railroad scene for the first time since 1956. A sleeper began through service October 18th between Los Angeles, New Orleans, Washington, and New York over the Southern Pacific, the Southern Railway, and Penn Central.

Effective December first, Canadian National Railways raised the fares on all of its passenger trains.

Despite the general trend to downgrade passenger trains, the provincially-owned Ontario Northland has just added two very modern coach-lounge cars to its service between North Bay and Cochrane, Ontario. Both hot meals and snacks—including hamburgers and hot dogs, hitherto quite rare on railway diners—are now available. Allister Johnston, chairman of the ON Transportation Commission, says: "With the new coach-lounges, we can provide a variety of service that will be much more satisfactory than in the past.

"We have made every effort to gear our facilities to the passengers' needs. The well-designed coaches allow travelers to seat themselves for a regular meal or to make use of the take-out counter for light meals."

Will a 300-mph ground transportation system link Los Angeles with Las Vegas, via the proposed international jetport at Palmdale, Calif.? According to Secretary of Transportation John Volpe, the idea is technologically and economically sound. A presentation attended by Transportation Department brass hats revealed that such a system could be in use by 1980 with tracked air-cushion cars running on U-shaped guideways. Linear induction motors would propel the cars while outboard motors would control the propulsion, braking, and door operation.

A $3.4 million payment due Penn Central for agreeing to officially operate a two-year demonstration of high-speed *Metroliners* has been authorized by the Department of Transportation as the second installment of a four-part payment plan.

Penn Central began limited *Metroliner* service between Washington, D.C., and New York on January 16, 1969, with one round trip daily. Since then, the service has increased to seven round trips daily. Besides acquiring the 50-car *Metroliner* fleet, PC spent about $50 million on the project—installed welded rail, strengthened bridges, added new interlocking crossovers, and trained more than 2,000 employes.

The Long Island Rail Road holds periodic fashion shows for its riders (this one is on one of the road's new Metropolitan cars). Most commuters, though, seem more interested in checking the stock tables or snoozing than admiring the girls. Note the eager expression on man in striped shirt (lower right).

Bob Wayner, passenger-car expert, reports indignantly: "No railroad east of the Mississippi has ever operated coaches with full-length leg-rest attachments designed for passenger comfort. Recently, however, Penn Central bought several such cars second-hand from the Union Pacific for the *Broadway Limited*. But guess what? Before using them, the Penn Central, despite its bankruptcy, went to the expense of removing the leg-rests. A company spokesman offers three excuses for this strange action. He claims the leg-rests are unsanitary, hard to keep clean, and tend to fall apart. Could the real reason be that since the ICC refuses to grant permission for the *Broadway* to be discontinued, Penn Central is unwilling for any of its passengers to enjoy the comfort of leg-rests?"

You would think that if highways were crowded, mass transit would come to the rescue. Not so. "Though the population in 1965 was double that of 1924, only half as many people used mass transit systems as in 1924. Since 1954," the *Wall Street Journal* points out, "193 transit companies have been abandoned."

In an effort to divert some of the motor traffic back to the rails, Max Carasso has written a 32-page book, *People vs. Cars,* subtitled The *Rising Resentment Against the Automobile.* This interesting, illustrated book may be had for $1 postpaid from Autofacts, 611 Broadway, Rm. 528, New York, N.Y. 10012. It's a powerful indictment of the automobile industry and motor travel, especially in big cities. Japan has 35 people for each operating automobile, Europe has 14, and the U.S. only 2.5. Do you wonder why Japan has the world's fastest passenger trains and why European trains on the whole are doing fairly well, but those in America are deteriorating?

LONG ISLAND CARS GET BEAUTY TREATMENT

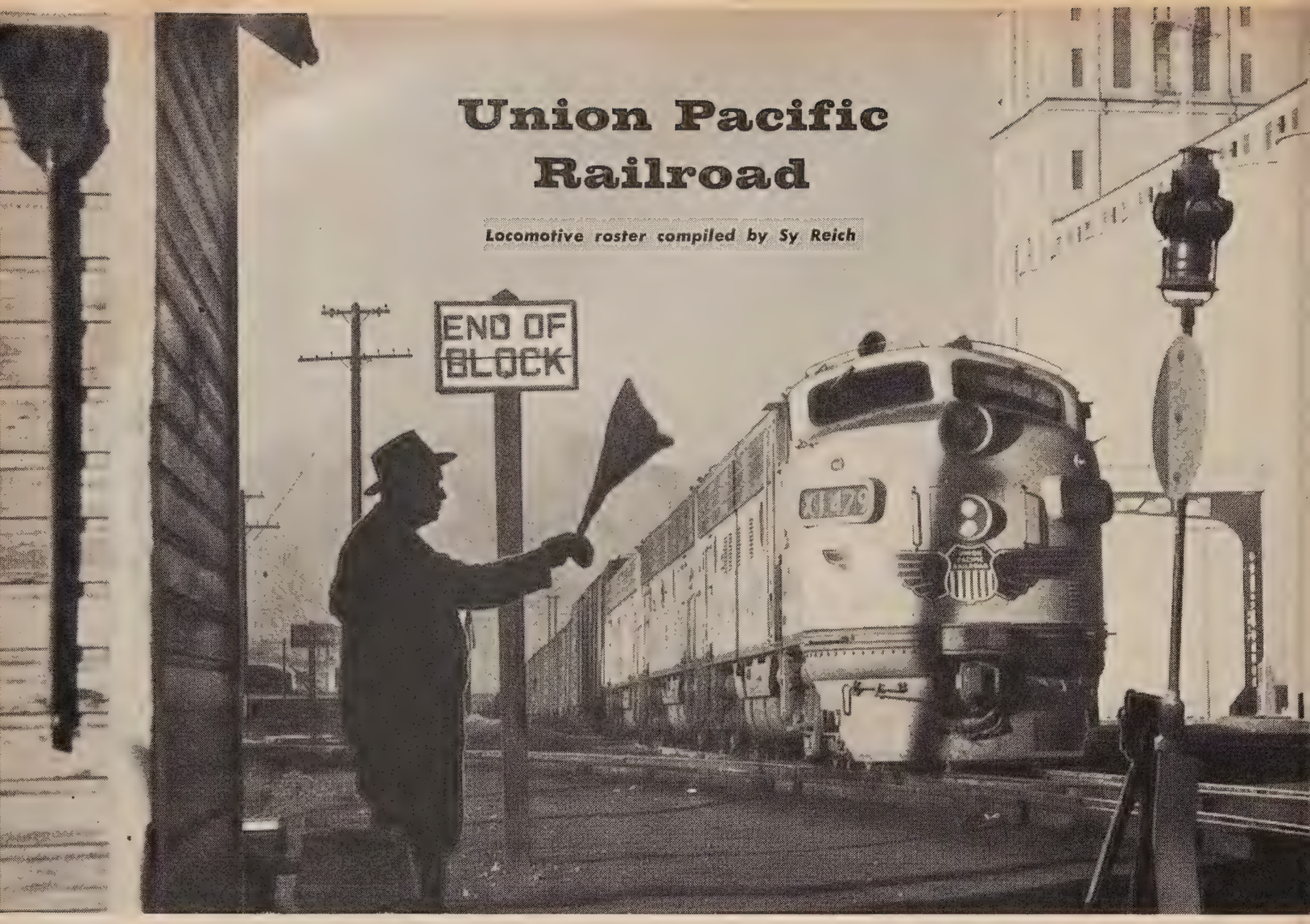
A car enters Morris Park shops for renovation. In the paint shop each one is sanded and then painted the new blue and silver of the Metropolitan Transportation Authority.

Cranes lift Long Island Rail Road car off its trucks for renovation at Morris Park Yard in Jamaica, N.Y. Both the car and its undercarriage are carefully gone over and refurbished as part of modernization program, which rebuilds a car every day.

Photographs by Ted Kell, Metropolitan Transportation Authority

Union Pacific Railroad

Locomotive roster compiled by Sy Reich



A Union Pacific manifest, headed by an F-3, is given the come ahead by an Ogden Terminal Co. employe at Ogden, Utah, in 1953. Train came in on the Southern Pacific. After changing engines at this joint SP-UP yard, it headed east for Green River.

Both photos illustrating this roster by Dick Steinheimer

Road Numbers	HP	Builder	Builder's Model	Wheel Arrangement	Tractive Effort	Weight	Date	Notes
1-15	8500	GE	8500GETL	(C-C)+(C-C)	212,312	?	1958-60	1, 66
16-30	8500	GE	8500GETL	(C-C)+(C-C)	212,312	?	1960-1	1, 66
51-60 (1st)	4500	GE	4500GETL	B-B-B-B	137,930	551,720	1953-4	2
61-75 (1st)	4500	GE	4500GETL	B-B-B-B	137,930	551,720	1953-4	2
80 (1st)	7000	UP	-----	(A1A-A1A)+(2-D+D-2)	?	?	1962	3
31-33 (2nd)	5000	GE	U50	B-B-B-B	?	?	1963	
34-45 (2nd)	5000	GE	U50	B-B-B-B	?	?	1964	
46-53 (2nd)	5000	GE	U50	B-B-B-B	?	?	1965	
60-61 (2nd)	5500	Alco Pr.	DL-855	B-B-B-B	?	?	1964	84
60B	5500	Alco Pr.	DL-855	B-B-B-B	?	?	1964	84
70-84 (2nd)	5000	GM-EMD	DD35A	D-D	?	?	1965	
72B-73B	5000	GM-EMD	DD35	D-D	?	?	1963	4
74B-98B	5000	GM-EMD	DD35	D-D	?	?	1964	
100-109	1500	GM-EMD	GP7	B-B	62,300	249,200	1953	5
110-119	1500	GM-EMD	GP7	B-B	62,300	249,200	1953	5
120-129	1500	GM-EMD	GP7	B-B	62,300	249,200	1953	5
130-204	1750	GM-EMD	GP9	B-B	61,640	246,560	1954	6, 66
205-244	1750	GM-EMD	GP9	B-B	61,640	246,560	1954	
245	1750	GM-EMD	GP9	B-B	61,640	246,560	1954	
246-248	1750	GM-EMD	GP9	B-B	61,640	246,560	1954	
249	1750	GM-EMD	GP9	B-B	61,640	246,560	1954	6
250-262	1750	GM-EMD	GP9	B-B	61,640	246,560	1954	
263-294	1750	GM-EMD	GP9	B-B	61,640	246,560	1954	
295-299	1750	GM-EMD	GP9	B-B	61,640	246,560	1954	
300-349	1750	GM-EMD	GP9	B-B	61,640	246,560	1957	7
130B-204B	1750	GM-EMD	GP9B	B-B	61,095	244,380	1954	
300B-349B	1750	GM-EMD	GP9B	B-B	61,095	244,380	1957	7
400-429	2400	GM-EMD	SD24	C-C	96,490	385,970	1959	8
400B-444B	2400	GM-EMD	SD24B	C-C	96,490	383,450	1959	
445-447	2400	GM-EMD	SD24	C-C	?	?	1960	9
448	2400	GM-EMD	SD24	C-C	?	?	1958	9
450-456	1500	GM-EMD	SD7	C-C	90,805	363,220	1953	10
457	1500	GM-EMD	SD7	C-C	90,805	363,220	1953	10
458-459	1500	GM-EMD	SD7	C-C	90,805	363,220	1953	10
470-499	2000	GM-EMD	GP20	B-B	?	?	1960	11
500-540	1750	GM-EMD	F9A	B-B	?	?	1948	12, 24, 66
500B-542B	1750	GM-EMD	F9B	B-B	?	?	1948-49	13, 66
600-603	2000	Alco-GE	PA-2	A1A-A1A	59,490	355,970	1947	14, 16
600B, 602B	2000	Alco-GE	PB-2	A1A-A1A	58,525	349,870	1947	15, 16
604-607	2000	Alco-GE	PA-2	A1A-A1A	59,490	355,970	1949	3, 16, 85
604B-606B	2000	Alco-GE	PB-2	A1A-A1A	58,525	349,870	1949	16
607B	2000	Alco-GE	PB-2	A1A-A1A	58,525	349,870	1949	3, 16
620-621	2000	GE	-----	B-B	68,690	274,760	1954	17
602B-621B	2000	GE	-----	B-B	68,690	274,760	1954	18
625-627	2500	GE	U25B	B-B	?	?	1961	
628	2500	GE	U25B	B-B	?	?	1961	
629-632	2500	GE	U25B	B-B	?	?	1962	

Roster is based on information from UP's General Superintendent Motive Power and Machinery and is accurate as of Jan. 1, 1970. Builders: GE, General Electric Co.; Alco Pr., Alco Products; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric Co.; FM, Fairbanks-Morse; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Pullman-EMC, Pullman Standard Car Co.-Electro Motive Corp.; GM-EMC-Pullman, General Motors-Electro Motive Corp. plus Pullman Standard Car Co.; GM-EMC, General Motors-Electro Motive Corp.

(1) Of series 1-30, thirteen are still left on roster. Units no longer on roster include 1-6.

(2) 51-75 (1st) no longer on roster.

(3) 80 (1st) was a coalburning gas-turbine. Control unit was rebuilt from PA-2 No. 607. Turbine was rebuilt from Great Northern electric 5018. 80 was renumbered 8080; no longer on roster.

(4) 72B-73B were originally GM-EMD demonstrators 5653, 5655; then UP 72B-73B.

(5) 100-129 were originally 700-707 (2nd), 708-729 (1st); then 100-129 (1953).

(6) 204 was renumbered 249. Two units of series 130-204 are no longer on roster.

(7) These units have been turbo-charged to 2000 hp: 300-301, 304-305, 307-308, 310-311, 313, 316-317, 320, 322, 325-326, 328-330, 332, 334-335, 339-340, 342, 343-344, 347-348, 300B-303B, 307B-309B, 311B, 314B-316B, 318B-319B, 321B-322B, 324B-328B, 332B-337B, 339B-340B, 342B-345B, 348B.

(8) 423 was rebuilt to 3100 in 1968.

(9) 445-448 were originally GM-EMD demonstrators 7200-7202, 5579; then UP 445-447 (8/61), 448 (7/62).

(10) 450-459 were originally 775-784, then 450-459 (1963).

(11) 470-499 were originally 700-729, then 470-499 (1963.

(12) F9A 500-540 were rebuilt from F3A's 1436A, 1562, 1400A, 1453, 1442, 1422, 1552, 1406A, 1557, 1462, 1431A, 1455, 1551, 1559, 1452, 1561, 1554, 1454, 1411A, 1443, 1460, 1424A, 1416A, 1463, 1458, 1560, 1423A, 1414A, 1451, 1440A, 1456, 1461, 1556, 1555, 1415A, 1550, 1457, 1558, 1563, 1412A, 1408A. Of these, only 19 remain on roster.

(13) F9B 500B-542B were rebuilt from F3B's 1460B, 1458B, 1562B, 1447B, 1463B, 1444B, 1452B, 1556B, 1469B, 1550B, 1448B, 1554B, 1454C, 1462B,

1550C, 1556C, 1449B, 1448B, 1448C, 1470B, 1442B, 1558B, 1446B, 1464B, 1444C, 1442C, 1446C, 1450B, 1560B, 1466B, 1467B, 1552C, 1552B, 1468B, 1562C, 1560C, 1458C, 1456C, 1454B, 1452C, 1456B, 1450C, 1554C. Of these, only 13 remain on roster.

(14) 600-603 were originally 994-997, then 600-603.

(15) 600B, 602B, were originally 998B-999B, then 600B, 602B.

(16) 600-607, 600B, 602B, 604B-607B are no longer on roster.

(17) 620-621 were GE demonstrators 750A, D, tested on the Erie; then UP 620-621 (9/59), and were traded to GE for U50's.

(18) 620B-621B were originally GE demonstrators 750B,C, tested on the Erie; then —UP 620B-621B (9/59), and were traded to GE for U50's.

(19) 633-636 were originally GE demonstrators 2503, 2501, 2502, 2504; then UP 633-636.

(20) 650-651 were originally 50-M-1A-50-M-2A, then 981A-982A, then 700-701, then 650-651. 652-657 were originally 984-985, 988-991; then 702-707, then 652-657. All were cab units. Scrapped in 1961.

(21) 650B, was originally 50-M-3B, then 983B, then 700B, then 650B. 652B-654B, 656B were originally 986B-987B, 992B-993B; then 702B-704B, 706B, then 652B-654B, 656B. All were booster units. Scrapped in 1961.

(22) 675-678 were originally Alco demonstrators 640-2, 640-3, 640-4, 640-5; then UP 675-678 (9/61).

(23) 719 was rebuilt to GP30M with 2500 hp.

(24) 735 was rebuilt from F9A 516.

(25) 762-763 were originally GM-EMD demonstrators 5652, 5654; then UP 762-763.

(26) The following units were traded to GM-EMD for GP30's. 1400B, 1401-1402, 1404-1405, 1409, 1410B, 1412B, 1413, 1413C, 1416B, 1416C, 1418, 1418C, 1419, 1421, 1428C, 1430, 1432B, 1434, 1434B, C, 1436C, 1437, 1439, 1440C, 1444, 1446-1447, 1451B, 1452, 1454-1456, 1456B, C, 1452B, 1457, 1457B,C, 1458, 1458B,C, 1460-1461, 1464,B,C, 1465-1466, 1466B, 1468C, 1472, 1472B, 1474B, 1475, 1476B, 1477-1478, 1478B, 1479-1480, 1480B,C, 1481, 1482, 1482C, 1484B,C, 1486B, 1490B,C, 1494B, 1496B, 1496C.

(27) 875 was originally GM-EMD demonstrator 1962, model GP22; then GM-EMD 5629 (1962), then UP 875 (1962).

(28) 1000-1001 were sold to Stockton Terminal & Eastern, renumbered 1000-1001 (8/66); then sold to Western Pacific, renumbered 607-608. 1000 was originally GM-EMD demonstrator 889.

(29) 1100-1118 were originally 1036-1054 (1st), then 1100-1118.

(30) 1200-1205 were originally 1060-1055 (1st), then 1200-1205, finally scrapped.

(31) 1206-1210 no longer on roster.

(32) 1211-1222 were originally Spokane International 200-211, then SI 1211-1222 (1962), then leased to UP. 1211-1215, 1217, 1219-1222 were traded to GM-EMD for new power in 1969. 1216, 1218 were sold to Chrome Crankshaft Co. (12/27/69).

(33) 1250 (1st) was originally Baldwin demonstrator 1500, then UP 1250 (1st). No longer on roster.

(34) 1250 (2nd) was originally Mount Hood 50, then UP 1250 (2nd) (1968.

(35) 1251 was originally Newburgh & South Shore 2, then N&SS 1002, then MH 51, then UP 1251 (1968).

(37) 1270 was originally Bamberger 570, then rebuilt by GM-EMD to 1200 hp (1951), then sold to UP in 1959, renumbered 1270.

(38) 1280-1289 were originally 1180-1189 (1st), then 1280-1289 (1955). 1290 was originally Alco-GE demonstrator 1190, then UP 1190, then UP 1290. 1281-1282 no longer on roster.

(39) 1291-1295 were originally 1191-1195 (1st), then 1291-1295 (1955).

(40) 1300-1304, 1325-1329, 1340-1342, 1360-1370 are no longer on roster. 1366 was originally FM demonstrator 2000, then UP 1366.

(41) 1399 was originally GE demonstrator 1399, then UP 1399, then UP shop loco 903999.

(42) 1400A-1441A were renumbered 1400-1441 (1st). The following were renumbered: 1400 to 1514; 1406 to 1517; 1408 to 1516; 1411-1412 to 1518-1519; 1414 to 1520; 1415-1416 to 1521-1522; 1422 to 1515; 1423-1424 to 1523-1524; 1431 to 1513; 1436 to 1525; 1440 to 1526. The remaining units were rebuilt to F7A's. The following units were traded for GP30's: 1401-1402, 1404-1405, 1409, 1413, 1418, 1419, 1421, 1430, 1434, 1437, 1439. 1435 was scrapped. None of this series remains on roster.

(43) 1442-1443 were renumbered 1527-1528. 1451-1456 (1st) were renumbered 1512-1507. The other units were rebuilt to F7A's. 1444, 1446-1447 were traded for GP30's. None remain on roster.

(44) 1457-1461 (1st) were renumbered 1506-1502. 1462-1463 were renumbered 1500-1501.

(45) 1464 was originally 1459, then 1504 then 1464. 1465 was originally 1553. These units were rebuilt to F7A's, then traded for GP30's.

(46) 1483 was originally GM-EMD demonstrator 1483, then UP 1483. 1466, 1472, 1475, 1477-1482 were traded for GP30's. None of the other units remain on roster.

(47) 1451-1455 (2nd) were originally 964A-968A, then 900-904, then 1451-1455 (2nd). 1456-1461 (2nd) were originally 905-910, then 1456-1461 (2nd). None of these units remain on roster.

(48) 1498-1499 were originally 911-912, then 1498-1499; no longer on roster.

(49) 1400B,C-1428B,C (even only) were originally 1442B-1471B (1st), then 1400B,C-1428B,C (even only). The following units were renumbered: 1404C to 1526C; 1406B,C to 1528B,C (2nd); 1414B to

633-636	2500	GE	U25B	B-B	?	?	1962	19
637-640	2500	GE	U25B	B-B	?	?	1962	
650-651	2000	FM	ALT 100.3	A1A-A1A	62,230	357,720	1945	20
652-653	2000	FM	ALT 100.3	A1A-A1A	62,230	357,720	1947	20
654-657	2000	FM	ALT 100.3	A1A-A1A	62,230	357,720	1948	20
650B	2000	FM	ALT 100.3	A1A-A1A	61,730	353,235	1945	21
652B-653B	2000	FM	ALT 100.3	A1A-A1A	61,730	353,235	1947	21
654B, 656B	2000	FM	ALT 100.3	A1A-A1A	61,730	353,235	1948	21
675-678	2400	Alco Pr.	RS-27	B-B	?	?	1959-60	22
700-701 (1st)	2000	FM	ALT 100.3	A1A-A1A	62,230	357,720	1945	20
702-703 (1st)	2000	FM	ALT 100.3	A1A-A1A	62,230	357,720	1947	20
704-707 (1st)	2000	FM	ALT 100.3	A1A-A1A	62,230	357,720	1948	20
700B (1st)	2000	FM	ALT 100.3	A1A-A1A	61,730	353,235	1945	21
702B-703B (1st)	2000	FM	ALT 100.3	A1A-A1A	61,730	353,235	1947	21
704B, 706B (1st)	2000	FM	ALT 100.3	A1A-A1A	61,730	353,235	1948	21
700-707 (2nd), 708-709 (1st)	1500	GM-EMD	GP7	B-B	62,300	249,200	1953	5
710-719 (1st)	1500	GM-EMD	GP7	B-B	62,300	249,200	1953	5
720-729 (1st)	1500	GM-EMD	GP7	B-B	62,300	249,200	1953	5
700-707 (3rd), 708-729 (2nd)	2000	GM-EMD	GP20	B-B	?	?	1960	11
700-707 (4th), 708-709 (3rd)	2250	GM-EMD	GP30	B-B	?	?	1963	26
710-734 (3rd)	2250	GM-EMD	GP30	B-B	?	?	1963	23, 26
735	2250	GM-EMD	GP30	B-B	?	?	1963	24, 26
700B-739B (2nd)	2250	GM-EMD	GP30B	B-B	?	?	1963	26
740-761	2500	GM-EMD	GP35	B-B	?	?	1964	
762	2500	GM-EMD	GP35	B-B	?	?	1963	25
763	2500	GM-EMD	GP35	B-B	?	?	1963	25
775-781	1500	GM-EMD	SD7	C-C	90,805	363,220	1953	10
782	1500	GM-EMD	SD7	C-C	90,805	363,220	1953	10
783-784	1500	GM-EMD	SD7	C-C	90,805	363,220	1953	10
800-874	2250	GM-EMD	GP30	B-B	?	?	1962	26
875	2250	GM-EMD	GP22	B-B	?	?	1961	27
1000-1009	1000	GM-EMD	NW2	B-B	62,790	251,040	1939-40	28
1010-1014	1000	GM-EMD	NW2	B-B	62,760	251,040	1940	
1015-1024	1000	GM-EMD	NW2	B-B	62,760	251,040	1941	
1025-1035	1000	GM-EMD	NW2	B-B	62,760	251,040	1942	
1036-1039 (1st)	1000	Alco-GE	S2	B-B	57,500	230,000	1943	29
1040-1048 (1st)	1000	Alco-GE	S2	B-B	57,500	230,000	1943	29
1049-1052 (1st)	1000	Alco-GE	S2	B-B	57,500	230,000	1944	29
1053-1054 (1st)	1000	Alco-GE	S2	B-B	57,500	230,000	1944	29
1055-1056 (1st)	1000	Baldwin	VO 1000	B-B	60,175	240,700	1944	30
1057-1059 (1st)	1000	Baldwin	VO 1000	B-B	60,175	240,700	1943	30
1060 (1st)	1000	Baldwin	VO 1000	B-B	60,175	240,700	1943	30
1036-1050 (2nd)	1000	GM-EMD	NW2	B-B	62,760	251,040	1946	
1051-1075 (2nd)	1000	GM-EMD	NW2	B-B	62,760	251,040	1947	
1076-1095	1000	GM-EMD	NW2	B-B	62,760	251,040	1948	
1100-1103	1000	Alco-GE	S2	B-B	57,500	230,000	1943	29, 66
1104-1112	1000	Alco-GE	S2	B-B	57,500	230,000	1943	29, 66
1113-1116	1000	Alco-GE	S2	B-B	57,500	230,000	1944	29
1117-1118	1000	Alco-GE	S2	B-B	57,500	230,000	1944	29, 66
1119-1124	1000	Alco-GE	S2	B-B	57,500	230,000	1945	29
1125-1128	1000	Alco-GE	S2	B-B	57,500	230,000	1945	29, 66
1129-1133	1000	Alco-GE	S2	B-B	57,500	230,000	1945	29, 66
1134-1139	1000	Alco-GE	S2	B-B	57,500	230,000	1945	29, 66
1140-1153	1000	Alco Pr.	S4	B-B	57,500	230,000	1945-6	29, 66
1154-1166	1000	Alco Pr.	S4	B-B	61,910	247,650	1955	
1167-1173	1000	Alco Pr.	S4	B-B	61,910	247,650	1955	
1174-1185 (2nd)	1000	Alco Pr.	S4	B-B	61,910	247,650	1955	
1186-1198 (2nd)	1000	Alco-GE	RSC-2	A1A-A1A	61,910	247,650	1955-6	
1180 (1st)	1500	Alco-GE	RSC-2	A1A-A1A	39,150	235,000	1947	38
1181-1186 (1st)	1500	Alco-GE	RSC-2	A1A-A1A	39,150	235,000	1948	38
1187-1189 (1st)	1500	Alco-GE	RSC-2	A1A-A1A	39,150	235,000	1948	38
1190 (1st)	1500	Alco-GE	RS-2	B-B	39,150	235,000	1947	38
1191 (1st)	1500	Alco-GE	RS-2	B-B	62,500	250,000	1947	39
1192 (1st)	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	39
1193-1194 (1st)	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	39
1195 (1st)	1000	Baldwin	VO 1000	B-B	62,500	250,000	1949	39
1200	1000	Baldwin	VO 1000	B-B	60,175	240,700	1943	30
1201-1203	1000	Baldwin	VO 1000	B-B	60,175	240,700	1943	30
1204-1205	1000	BW	DS 4-4-1000	B-B	60,175	240,700	1944	30
1206-1210	1000	Alco-GE	RS-1	B-B	57,400	229,600	1948	31
1211-1216	1000	Alco-GE	RS-1	B-B	72,400	240,000	1949	32
1217-1219	1000	Alco-GE	RS-1	B-B	72,400	240,000	1949	32
1220-1222	1500	BW	DRS 6-4-1500	A1A-A1A	72,400	240,000	1953	32
1250 (1st)	660	Alco-GE	S3	B-B	47,170	283,000	1948	33
1250 (2nd)	1000	Alco-GE	HH 1000	B-B	59,000	197,000	1950	34
1251	1600	BLHW	AS616	C-C	50,000	200,000	1940	35
1260-1265	1000	Alco-GE	RS-1	B-B	81,690	326,760	1951-2	66
1270	1500	Alco-GE	RSC-2	A1A-A1A	?	?	1943	37
1280	1500	Alco-GE	RSC-2	A1A-A1A	39,150	235,000	1947	38
1281-1286	1500	Alco-GE	RSC-2	A1A-A1A	39,150	235,000	1948	38, 66
1287-1289	1500	Alco-GE	RSC-2	A1A-A1A	39,150	235,000	1948	38, 66
1290	1500	Alco-GE	RS-2	B-B	39,150	235,000	1947	38, 66
1291	1500	Alco-GE	RS-2	B-B	62,500	250,000	1947	39, 66
1292	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	39, 66
1293-1294	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	39, 66
1295	1000	FM	ALT 100.6A	B-B	62,500	250,000	1949	39
1300	1000	FM	ALT 100.6A	B-B	61,000	244,000	1945	40
1301-1304	1500	FM	ALT 200.2A	B-B	61,000	244,000	1947	40, 85
1325-1329	1600	FM	H16-44	B-B	60,520	242,090	1948	40, 85
1340-1342	2000	FM	ALT 200.1	B-B	62,020	248,070	1950	40
1360-1366	2000	FM	ALT 200.1	B-B	63,520	254,090	1947	40
1367-1370	380	GE	44 ton	B-B	63,520	254,090	1947	40
1399	2500	GM-EMD	SDP35	C-C	22,150	88,600	1947	41
1400-1409 (2nd)	1500	GM-EMD	F3A	B-B	?	?	1965	
1400A-1441A	1500	GM-EMD	F3A	B-B	61,850	247,400	1947-8	42
1442-1456 (1st)	1500	GM-EMD	F3A	B-B	?	?	1948	43
1457-1461 (1st)	1500	GM-EMD	F3A	B-B	?	?	1948	44
1462-1463	1500	GM-EMD	F3A	B-B	?	?	1948	44
1464	1500	GM-EMD	F3A	B-B	?	?	1948	45
1465	1500	GM-EMD	F7A	B-B	?	?	1948	45
1466-1470	1500	GM-EMD	F7A	B-B	62,180	248,740	1951	46
1471-1480	1500	GM-EMD	F7A	B-B	62,180	248,740	1951	46
1481-1482	1500	GM-EMD	F7A	B-B	62,180	248,740	1952	46
1483	1500	GM-EMD	F3A	B-B	62,180	248,740	1952	46
1451-1455 (2nd)	1500	GM-EMD	F3A	B-B	?	?	1947	47
1456-1461 (2nd)	1500	GM-EMD	FP7A	B-B	?	?	1948	47
1498-1499	1500	GM-EMD	F3B	B-B	63,782	255,130	1952	48
1442B-1471B (1st) 1400B, C-1428B, C Even only	1500	GM-EMD	F3B	B-B	61,817	247,270	1947-8	51
1430B, C-1458B, C (2nd) Even only	1500	GM-EMD	F3B	B-B	61,817	247,270	1947-8	49
1451B, C-1455B, C (3rd)	1500	GM-EMD	F3B	B-B	?	?	1948	50
1456B, C-1458B, C (3rd)	1500	GM-EMD	F3B	B-B	?	?	1947	52
1464B (2nd)	1500	GM-EMD	F3B	B-B	?	?	1948	53
					?	?	1948	54

1530B (2nd); 1418B to 1526B (2nd); 1420B,C to 1524B,C (2nd); 1422B to 1522C; 1424B,C to 1522B, 1520C; 1426B,C to 1520B, 1518C; 1428B to 1518B. 1422C was scrapped. The remaining units were rebuilt to F7B's. None remain on roster.

(50) 1442B,C-1458B,C (2nd) (even only) were renumbered 1500B,C-1516B,C (even only). The remaining units were rebuilt to F7B's. None remain on roster.

(51) 1442B-1471B (1st) were renumbered 1400B,C-1428B,C (even only).

(52) 1451B,C-1455B,C (3rd) were originally 969B-978B; then 900B,C-904B,C then 1451B,C-1455B,C (3rd). These units were rebuilt to F7B's. None remain on roster.

(53) 1456B,C-1458B,C were originally 905B,C-909B,C; then 1456B,C-1458B,C. These units were rebuilt to F7B's. None remain on roster.

(54) 1464B (2nd) was originally 1456B (1st), then 1414B, then 1530B 2nd, then 1464B (2nd), then rebuilt to an F7B; no longer on roster.

(55) 1464C was originally 1558C, then 1464C. Rebuilt to an F7B. No longer on roster.

(56) 1466B,C-1496B,C are no longer on roster.

(57) 1498B,C were originally 910B,C; then 1498B,C; no longer on roster.

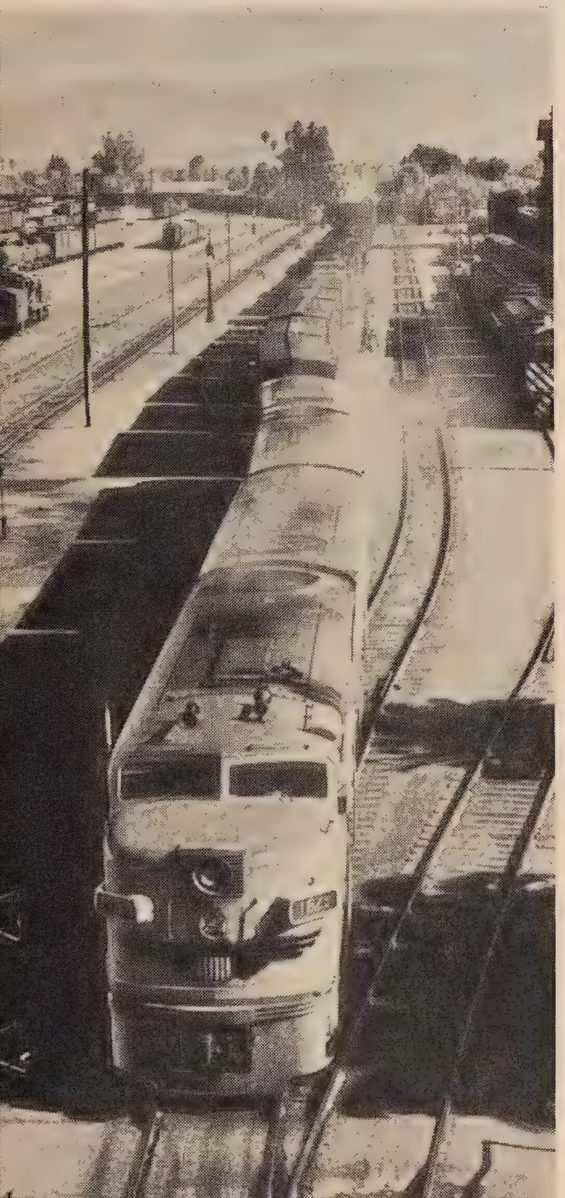
(58) 1500A-1523A were renumbered 1600-1623. 1524B-1541B were renumbered 1600B,C-1616B,C (even only). 1542A-1543A were renumbered 1624-1625.

(59) 1500-1528 were renumbered from 1462-1463, 1461-1451, 1431, 1400, 1422, 1408, 1406, 1411, 1412; 1414-1416, 1423-1424, 1436, 1440, 1442-1443. 1500-1503, 1505-1528 were rebuilt to F9A's; renumbered 509, 523, 531, 520, 524, 536, 530, 511, 517, 503, 514, 528, 510, 502, 505, 540, 507, 518, 539, 527, 534, 522, 526, 521, 500, 529, 504, 519. 1504 was renumbered 1464.

(60) 1553 was renumbered 1465. 1550-1552, 1554-1563 were rebuilt to F9A's renumbered 535, 512, 506, 516, 533, 532, 508, 537, 513, 525, 515, 501, 538.

(61) 1500B,C-1516B,C (even only) were renumbered from 1442B,C-1458B,C (2nd) (even only);

Oct. '53: Union Pacific tonnage rumbles through San Bernardino, Calif., on Santa Fe trackage with snow-capped Mt. San Gorgonio on the horizon. Engine is No. 1625, an FA-1, built by Alco in 1947. It is still in service on the Union Pacific.



1464C	1500	GM-EMD	F3B	BB	?	?	1948	55
1466B, C-1474B, C (2nd) Even only	1500	GM-EMD	F7B	B-B	61,890	247,560	1951	56
1476B, C-1494B, C	1500	GM-EMD	F7B	B-B	61,890	247,560	1951	56
1496B, C	1500	GM-EMD	F7B	B-B	61,890	247,560	1952	56
1498B, C	1500	GM-EMD	F7B	B-B	?	?	1952	57
1500A-1502A	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	58
1503A-1506A	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	58
1507A-1508A	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	58
1509A-1512A	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	58
1513A	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	58
1514A-1516A	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	58
1517A-1520A	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	58
1521A	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	58
1522A-1523A	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	58
1524B-1526B (1st)	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	58
1527B-1530B (1st)	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	58
1531B-1532B	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	58
1533B-1534B	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	58
1535B-1538B	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	58
1539B	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	58
1540B-1541B	1500	Alco-GE	FB-1	B-B	58,700	234,840	1948	58
1542A-1543A	1500	Alco-GE	FA-1	B-B	60,425	241,700	1948	58
1500-1501	1500	GM-EMD	F3A	B-B	?	?	1948	59
1502-1506	1500	GM-EMD	F3A	B-B	?	?	1948	59
1507-1512	1500	GM-EMD	F3A	B-B	?	?	1948	59
1513-1526	1500	GM-EMD	F3A	B-B	61,850	247,400	1947-8	59
1527-1528	1500	GM-EMD	F3A	B-B	?	?	1948	59
1550-1563	1500	GM-EMD	F3A	B-B	?	?	1948-9	60
1500B, C-1516B, C Even only	1500	GM-EMD	F3B	B-B	?	?	1948	61
1518B, C-1528B, C, 1530B Even only (2nd)	1500	GM-EMD	F3B	B-B	61,817	247,270	1947-8	62
1550B, C-1562B, C Even only	1500	GM-EMD	F3B	B-B	?	?	1948-9	63
1600-1602	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	64
1603-1606	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	64
1607-1608	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	64
1609-1612	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	64
1613	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	64
1614-1616	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	64
1617-1620	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	64
1621	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	64
1622-1623	1500	Alco-GE	FA-1	B-B	60,425	241,700	1947	64
1624-1625	1500	Alco-GE	FA-1	B-B	60,425	241,700	1948	64
1626-1643	1500	Alco-GE	FA-1	B-B	60,425	241,700	1948	64
1600B, C, 1602B	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	65
1602C, 1604B, C, 1606B	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	65
1606C, 1608B	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	65
1608C, 1610B	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	65
1610C, 1612B, C, 1614B	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	65
1614C	1500	Alco-GE	FB-1	B-B	58,700	234,840	1947	65
1616B, C	1500	Alco-GE	FB-1	B-B	58,700	234,840	1948	65
1618B, C-1642B, C Even only	1500	Alco-GE	FB-1	B-B	58,700	234,840	1948	65
1800-1824	1200	GM-EMD	SW7	B-B	61,485	245,940	1950	
1825-1846	1200	GM-EMD	SW9	B-B	?	?	1953	
1847-1866	1200	GM-EMD	SW9	B-B	?	?	1953	
1870, 1870B-1877, 1877B	2400	GM-EMD	TR5	(B-B)x(B-B)	123,680	494,720	1951	
2800-2804	2800	GE	U28C	C-C	?	?	1966	
2805-2809	2800	GE	U28C	C-C	?	?	1966	
2900-2904	3000	Alco Pr.	DL-630	C-C	?	?	1966	
2905-2909	3000	Alco Pr.	DL-630	C-C	?	?	1966	
3000-3039	3000	GM-EMD	SD40	C-C	?	?	1966	
3040-3047	3000	GM-EMD	SD40	C-C	?	?	1966	66
3048-3082	3000	GM-EMD	SD40	C-C	?	?	1966	
3100	3300	GM-EMD	SD24	C-C	?	?	1959	8
3600-3639	3600	GM-EMD	SD45	C-C	?	?	1968	
3640-3649	3600	GM-EMD	SD45	C-C	?	?	1968	
5000-5039	5000	GE	U50C	C-C	?	?	1969-70	
6900-6946	6600	GM-EMD	DD40X	D-D	?	?	1969-70	
8080	7000	UP	———	(A1A-A1A)+(2-D+D-2)	?	?	1962	3, 85

1939-1946 'Train' Passenger Units

Pre-'46 Numbers	Original Numbers	Renumbered	HP	Builder	Builders Model	Wheel Arrangement	Tractive Effort	Weight	Date	Notes
CD-05-A, CD-05-B, CD-05-C, CD-06-A, CD-06-B, CD-06-C, CD-07-A, CD-07-B	M10005A, B, M10004B, M10006A, B, M10004A, M10007A, B	———	3600	GM-EMD-Pullman	A+B+B	(B-B)+(B-B)+(B-B)	87,600	643,500	1936	70
CD-07-C	M10001	———	900	GM-EMC-Pullman	A	(B-B)	25,000	216,120	1935	68
LA-1	———	921A	1800	GM-EMC	E2A	A1A-A1A	44,000	317,580	1937	71
LA-2, LA-3	———	922B-923B	1800	GM-EMC	E2B	A1A-A1A	44,400	313,940	1937	71
LA-4A, B	M1000A, B	CD-06-C, CD-05-C	2400	GM-EMC-Pullman	A+B	(B-B)+(B-B)	58,400	429,000	1936	70
LA-4 (1st)	———	5-M-1A	2000	GM-EMC	E3A	A1A-A1A	52,000	308,500	1939	71
LA-4 (2nd)	———	924A	2000	GM-EMD	E6A	A1A-A1A	52,000	318,930	1941	71
LA-5 (1st)	———	5-M-1B	2000	GM-EMC	E3B	A1A-A1A	52,000	305,000	1939	71
LA-5, LA-6 (2nd)	———	925B-926B	2000	GM-EMD	E6B	A1A-A1A	52,000	314,160	1941	71
LA-7	———	927A	2000	GM-EMD	E7A	A1A-A1A	?	?	1946	71, 72
LA-8, LA-9	———	928B-929B	2000	GM-EMD	E7B	A1A-A1A	?	?	1946	71, 72
SF-1	———	901A	1800	GM-EMC	E2A	A1A-A1A	44,400	307,680	1937	71
SF-2, SF-3	———	902B-903B	1800	GM-EMC	E2B	A1A-A1A	44,400	310,860	1937	71
SF-4	———	904A	2000	GM-EMD	E6A	A1A-A1A	52,000	315,700	1941	71
SF-5, SF-6	———	905B-906B	2000	GM-EMD	E6B	A1A-A1A	52,000	314,500	1941	71
SF-7	———	907A	2000	GM-EMD	E7A	A1A-A1A	?	?	1946	71, 72
SF-8, SF-9	———	908B-909B	2000	GM-EMD	E7B	A1A-A1A	?	?	1946	71, 72
5-M-1A	LA-4 (1st)	951A	2000	GM-EMC	E3A	A1A-A1A	52,000	308,500	1939	71
5-M-1B	LA-5 (1st)	952B	2000	GM-EMC	E3B	A1A-A1A	52,000	305,000	1939	71
7-M-1A, B-9-M-1A, B	———	953A-958A	2000	GM-EMD	E6A	A1A-A1A	52,000	314,000	1940	
7-M-3B-9-M-3B	———	961B-963B	2000	GM-EMD	E7B	A1A-A1A	?	?	1946	72
10-M-1A, 10-M-2A	———	959A-960A	2000	GM-EMD	E7A	A1A-A1A	?	?	1946	72
50-M-1A, 50-M-2A	———	981A-982A	2000	FM	ALT 100.3	A1A-A1A	62,230	357,720	1945	20
50-M-3B	———	983B	2000	FM	ALT 100.3	A1A-A1A	61,730	353,235	1945	21

Pre-1936 'M' Passenger Units

Original Numbers	Renumbered	HP	Builder	Builder's Model	Wheel Arrangement	Tractive Effort	Weight	Date	Notes
M10000	———	600	Pullman EMC	———	B-2	14,200	169,320	1934	67
M10001	CD-07-C	900	GM-EMC-Pullman	A	B-B	25,000	216,120	1935	68
M10002A, M10002B	———	2100	GM-EMC-Pullman	A+B	(B-B)+(B-B)	92,515	360,060	1936	69
M10004A-M10007A, M10004B-M10007B	CD-06-C CD-05-A CD-06-A CD-05-B CD-07-A CD-08-B CD-05-C CD-07-B	2400	GM-EMC-Pullman	A+B	(B-B)+(B-B)	58,400	429,000	1936	70

Passenger Units After 1946 Renumbering

1946 Numbers	Former Numbers	Renumbered	HP	Builder	Builders Model	Wheel Arrangement	Tractive Effort	Weight	Date	Notes
901A	SF-1	983J	1800	GM-EMC	E2A	A1A-A1A	44,400	307,680	1937	71
902B-903B	SF-2, SF-3	983BJ, 983CJ	1800	GM-EMC	E2B	A1A-A1A	44,400	310,860	1937	71
904A	SF-4	985J	2000	GM-EMD	E6A	A1A-A1A	52,000	315,700	1941	71
905B-906B	SF-5, SF-6	985BJ, 985CJ	2000	GM-EMD	E6B	A1A-A1A	52,000	314,500	1941	71
907A	SF-7	986J	2000	GM-EMD	E7A	A1A-A1A	?	?	1946	71, 72
908B-909B	SF-8, SF-9	986BJ, 986CJ	2000	GM-EMD	E7B	A1A-A1A	?	?	1946	71, 72
921A	LA-1	984J	1800	GM-EMC	E2A	A1A-A1A	44,400	317,580	1937	71
922B-923B	LA-2, LA-3	984BJ, 984CJ	1800	GM-EMC	E2B	A1A-A1A	44,400	313,940	1937	71
924A	LA-4 (2nd)	987J	2000	GM-EMD	E6A	A1A-A1A	52,000	318,930	1941	71
925B-926B	LA-5, LA-6 (2nd)	987BJ, 987CJ	2000	GM-EMD	E6B	A1A-A1A	52,000	314,160	1941	71
927A	LA-7	988J	2000	GM-EMD	E7A	A1A-A1A	?	?	1946	71, 72
928B-929B	LA-8, LA-9	988BJ, 990BJ	2000	GM-EMD	E7B	A1A-A1A	?	?	1946	71, 72
930A-931A	———	989J-990J	2000	GM-EMD	E7A	A1A-A1A	?	?	1946	71
951A	5-M-1A	991	2000	GM-EMC	E3A	A1A-A1A	52,000	308,500	1939	71
952B	5-M-1B	992B	2000	GM-EMC	E3B	A1A-A1A	52,000	305,000	1939	71
953A-958A	7-M-1A, B-9-M-1A, B	992-997	2000	GM-EMD	E6A	A1A-A1A	52,000	314,000	1940	
959A-960A	10-M-1A, 10-M-2A	998-999	2000	GM-EMD	E7A	A1A-A1A	?	?	1946	72
961B-963B	7-M-3B-9-M-3B	994B, 996B, 998B	2000	GM-EMD	E7B	A1A-A1A	?	?	1946	72
964A-968A	———	900-904	1500	GM-EMD	F3A	B-B	?	?	1947	47
969B-978B	———	900B, C-904B, C	1500	GM-EMD	F3B	B-B	?	?	1947	52
981A-982A	50-M-1A, 50-M-2A	700-701 (1st)	2000	FM	ALT 100.3	A1A-A1A	62,230	357,720	1945	20
983B	50-M-3B	700B (1st)	2000	FM	ALT 100.3	A1A-A1A	61,730	353,235	1945	21
984A-985A	———	702-703 (1st)	2000	FM	ALT 100.3	A1A-A1A	62,230	357,720	1947	20
986B-987B	———	702B-703B (1st)	2000	FM	ALT 100.3	A1A-A1A	61,730	353,235	1947	21
988A-991A	———	704-707 (1st)	2000	FM	ALT 100.3	A1A-A1A	62,230	357,720	1948	20
992B-993B	———	704B, 706B (1st)	2000	FM	ALT 100.3	A1A-A1A	61,730	353,235	1948	21
994A-997A	———	600-603	2000	Alco-GE	PA-2	A1A-A1A	59,490	355,970	1947	14, 16
998B-999B	———	600B, 602B	2000	Alco-GE	PB-2	A1A-A1A	58,525	349,870	1947	15, 16

Passenger Units Acquired After 1948

Road Numbers	Rebuilt From	HP	Builder	Builders Model	Wheel Arrangement	Tractive Effort	Weight	Date	Notes
900-907 (2nd)	987, 991-997	2400	GM-EMD	E9A	A1A-A1A	?	339,100	1956	66
908-909 (2nd)	998-999	2400	GM-EMD	E9A	A1A-A1A	?	339,100	1961	
910-911 (2nd)	986, 994B	2400	GM-EMD	E9A	A1A-A1A	?	339,100	1962	
912-914 (2nd)	———	2400	GM-EMD	E9A	A1A-A1A	?	?	1963-4	
925	C&NW 5007B	2250	GM-EMD	E8A	A1A-A1A	55,940	332,456	1953	79, 66
926-930	———	2250	GM-EMD	E8A	A1A-A1A	55,940	332,456	1950	66
931-938	———	2250	GM-EMD	E8A	A1A-A1A	55,940	332,456	1953	66
939-942	———	2250	GM-EMD	E8A	A1A-A1A	55,940	332,456	1953	66
943-947	———	2400	GM-EMD	E9A	A1A-A1A	56,380	335,170	1954	
948-956	———	2400	GM-EMD	E9A	A1A-A1A	56,380	335,170	1955	
957-962	———	2400	GM-EMD	E9A	A1A-A1A	56,380	335,170	1955	83
900B-904B (2nd)	985B, C, 987B, C, 992B	2400	GM-EMD	E9B	A1A-A1A	57,030	339,100	1956	
910B-911B (2nd)	998B, 990B	2400	GM-EMD	E9B	A1A-A1A	57,030	339,100	1962	
912B-913B	———	2400	GM-EMD	E9B	A1A-A1A	?	?	1963	
922B-925B	983B, C, 934B, C	2250	GM-EMD	E8B	A1A-A1A	?	?	1953	66
926B-930B	———	2250	GM-EMD	E8B	A1A-A1A	56,100	333,440	1950	66
931B-944B	———	2250	GM-EMD	E8B	A1A-A1A	56,100	333,440	1953	66
945B-949B	———	2250	GM-EMD	E8B	A1A-A1A	56,100	333,440	1953	66
950B-959B	———	2400	GM-EMD	E9B	A1A-A1A	56,990	338,870	1954	
960B-966B	———	2400	GM-EMD	E9B	A1A-A1A	56,990	338,870	1955	
967B-974B	———	2400	GM-EMD	E9B	A1A-A1A	56,990	338,870	1955	

Passenger Units After 1948 Renumberings

1948 joint Numbers	Late 1948 Numbers	Renumbered from	Rebuilt to	HP	Builder	Builders Model	Wheel Arrangement	Tractive Effort	Weight	Date	Notes
———	900-904 (1st)	964A-968A	———	1500	GM-EMD	F3A	B-B	?	?	1947	47
———	905-910 (1st)	———	———	1500	GM-EMD	F3A	B-B	?	?	1948	47
———	911-912 (1st)	———	———	1500	GM-EMD	FP7A	B-B	63,782	255,130	1952	48
———	900B, C-904B, C (1st)	969B-978B	———	1500	GM-EMD	F3B	B-B	?	?	1947	52
———	905B, C-909B, C	———	———	1500	GM-EMD	F3B	B-B	?	?	1948	53
———	910B, C (1st)	———	———	1500	GM-EMD	F7B	B-B	?	?	1952	57
983J	SP 6011A	901A	———	1800	GM-EMC	E2A	A1A-A1A	44,400	307,680	1937	71, 73
984J	C&NW 5003A	921A	———	1800	GM-EMC	E2A	A1A-A1A	44,400	317,580	1937	71, 74
985J	C&NW 5004A	904A	———	2000	GM-EMD	E6A	A1A-A1A	52,000	315,700	1941	71, 74
986J	986	907A	910	2000	GM-EMD	E7A	A1A-A1A	?	?	1946	71, 72
987J	987	924A	900	2000	GM-EMD	E6A	A1A-A1A	52,000	318,930	1941	71
988J	C&NW 5004B	927A	———	2000	GM-EMD	E7A	A1A-A1A	?	?	1946	71, 72, 74
———	988	EMD 765	———	2000	GM-EMD	E7A	A1A-A1A	?	?	1947	75, 77
989J-990J	989-990	930A-931A	———	2000	GM-EMD	E7A	A1A-A1A	?	?	1946	71, 77
———	991	951A	901	2000	GM-EMC	E3A	A1A-A1A	52,000	308,500	1939	71
———	992-997	953A-958A	902-907	2000	GM-EMD	E6A	A1A-A1A	52,000	314,000	1940	
———	998-999	959A-960A	908-909	2000	GM-EMD	E7A	A1A-A1A	?	?	1946	72
983BJ, 983CJ	983B, C	902B-903B	922B-923B	1800	GM-EMC	E2B	A1A-A1A	44,400	310,860	1937	71
984BJ, 984CJ	984B, C	922B-923B	924B-925B	1800	GM-EMC	E2B	A1A-A1A	44,400	313,940	1937	71
985BJ, 985CJ	985B, C	905B-906B	900B-901B	2000	GM-EMD	E6B	A1A-A1A	52,000	314,500	1941	71
986BJ, 986CJ	SP 6011B, C	908B-909B	———	2000	GM-EMD	E7B	A1A-A1A	?	?	1946	71, 72, 76
987BJ, 987CJ	987B, C	925B-926B	902B-903B	2000	GM-EMD	E6B	A1A-A1A	52,000	314,160	1941	71
988BJ, 990BJ	988B, 990B	928B-929B	———	2000	GM-EMD	E7B	A1A-A1A	?	?	1946	71, 72, 77
———	992B	952B	904B	2000	GM-EMC	E3B	A1A-A1A	52,000	305,000	1939	71
———	994B, 996B, 998B	961B-963B	911, 910B-911B	2000	GM-EMD	E7B	A1A-A1A	?	?	1946	72

then rebuilt to F9B's renumbered 520B, 525B, 505B, 524B, 522B, 526B, 510B, 518B, 527B, 541B, 506B, 539B, 538B, 512B, 540B, 537B, 501B, 536B.

(62) 1518B,C-1528B,C 1530B (2nd) (even only) were renumbered from 1428B, 1426C,B, 1424C,B, 1422B, 1420B,C, 1418B, 1404C, 1406B,C, 1414B. 1530B (2nd) was renumbered 1464B (2nd). 1518B,C-1528B,C (2nd) (even only) were rebuilt to F9B's renumbered 519B, 508B, 533B, 530B, 529B, 523B, 513B, 504B, 500B, 503B, 517B, 516B.

(63) 1558C was renumbered 1464C. 1550B,C-1556B,C, 1558B, 1560B,C, 1562B,C (even only) were rebuilt to F9B's: renumbered 509B, 514B, 532B, 531B, 511B, 542B, 507B, 515B, 521B, 528B, 535B, 502B, 534B.

(64) 1600-1625 were renumbered from 1500A-1523A, 1542A-1543A. No FA-1 remains on roster.

(65) 1600B,C-1616B,C (even only) were renumbered from 1524B-1541B (1st). No FB-1 remains on roster.

(66) 3040-3047 were originally GM-EMD demonstrators 434A-H, then UP 3040-3047. The following units were sold to EMD: 183, 506, 509, 512, 520, 525, 527, 540, 501B, 512B, 521B, 525B, 526B, 529B-530B, 534B, 537B, 936, 924B, 942B-943B, 945B, 949B, 902, 1260-1265, 1283-1284, 1286-1295, 1100-1101, 1103-1108, 1110-1111, 1113-1115, 1117-1119, 1121-1122, 1124-1126, 1128-1134, 1136, 1139-1140, 1142, 1145-1148, 1150-1153.

The following were sold to Chicago Rock Island & Pacific: 925, 930, 935, 937, 941, 930B-931B, 936B-939B, 946B-947B, 900-901, 903, 905. The following were sold to General Electric: 1-6, 9-13, 15, 17, 19-20, 24, 25. 910-911 and 910B-911B were rebuilt from 986, 994B, 998B, 990B.

(67) M10000 was remodeled in 1936, then scrapped.

(68) This unit was rebuilt to a 1200-hp model A in 1936, then to a model B in 1939, then scrapped.

(69) These units were sold in 1948.

(70) M10004A,B were renumbered LA-4A,B (1937). LA-4A was rebuilt to a model B. LA-4A,B were renumbered CD-06-C, CD-05-C (1939). All CD units were scrapped.

(71) LA units except LA-4A,B and LA-4-LA-5 (1st), were jointly owned by UP and Chicago & North Western. SF units were jointly owned by UP, C&NW, and Southern Pacific. 930A-931A were jointly owned by UP and C&NW. These units were jointly owned through all renumberings until end of 1948, when J's were removed from their nos.

(72) These units may not have carried their intended pre-1946 numbers.

(73) 983J was sold to SP, renumbered 6011A, then 6017. Rebuilt to an E7A. No longer on SP roster.

(74) 984J-985J, 988J were sold to C&NW, renumbered 5003A-5004A, 5004B, then scrapped.

(75) 988 was originally GM-EMD Train of Tomorrow loco 765, then UP 988 (1950).

(76) 986BJ, CJ were sold to SP, renumbered 6011B,C; then SP 5916-5917. No longer on SP roster.

(77) 988B, 990B, 988-990 are no longer on roster.

(79) 925 was originally C&NW E7A 5007B; built in 1945. Purchased from C&NW and rebuilt by GM-EMD to an F8A in 1952.

(83) 962 was scrapped in 1968.

(84) 60-61, 60B were supposed to be numbered 45-46, 45B but were renumbered before being built.

(85) The following units were traded to GM-EMD in 1968 for SD45's. 8080 (607), 1303-1304, 1325, 1327-1328. 1153, 501B, 506, 509, 512, 512B, 520, 5218, 523B, 525, 525B, 526B, 527, 529B, 530B, 534B, 537B, 540.

(86) The following units were traded to GM-EMD: 900B-901B, 903B-904B, 933B, 1196. ●

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W. W. Stewart made this photo of the *Rotorua Express* leaving Auckland, New Zealand, in Sept. '45.

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by Albert Herskovits

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The author, chairman of Steamtown U.S.A., has put together an entertaining account of the colorful New Hampshire shortline, the Concord & Claremont. Aside from descriptions of operations and motive power, we are treated to a first-hand view of some of the personalities who left their mark on the road, for better or for worse. One of them, Joseph Gilmore, a C&C agent, made a habit of handing out railroad passes at election time as though they were free credit cards. Nobody was surprised when he was elected Governor of the state! This book is perfect for all who like the particular nostalgia and individuality that characterized many shortlines.

NORTH EASTERN STEAM, by W. A. Tuplin, hard cover, 215 pages, 5½x 8½", photos, diagrams, tables, index, George Allen & Unwin Ltd., London, $8.

The North Eastern Railway had a virtual monopoly of traffic to the great British industrial centers of Leeds and Newcastle. It was also the major railroad to make up the London & North Eastern (LNER) formed in 1923, and its engine builders pioneered in loco cab and footplate design. The author supplies a definitive technical study of loco classes and engineering development, but there is little history and no railroad lore. For those who enjoy the technical side of loco development.

RECOLLECTIONS OF THE WHEELING & LAKE ERIE RAILROAD AT NORWALK, OHIO, by Robert G. Morrison, 26 pages, 8½x11", soft cover, $3.25 from the author, 1565 Union Commerce Bldg., Cleveland, Ohio 44115.

As a lifelong resident of Norwalk, Mr. Morrison gives us many entertaining anecdotes of the W&LE, including his own reminiscences, plus stories of its early history. There are many early photos, among them the unusual Fontaine locomotive, wrecks, and the shop fire of 1908. This small book contains much material never published before. We wonder, for instance, how many readers know that the original tracks of the W&LE at Norwalk consisted of a 40-mile narrow-gage line to Milan, Ohio? (Not available from our Book Service.)

SLIGO, LEITRIM AND NORTHERN COUNTIES RAILWAY, by N. W. Sprinks, soft cover, 156 pages, 5½x8½", maps, illustrated, Irish Railway Record Society,

The last privately owned common carrier railway in Ireland is the subject of this articulately-written volume. Photos show up clear and sharp, the whole being attractively printed. This 5'3"-gage road ran near the cairn, said to mark the burial place of Queen Mab, celebrated in Irish legend.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1 ***Does the Penn Central own any steam locomotives?***

Yes! One, No. 1223, a 4-4-0 (class D16sb), which it leases to the Strasburg Rail Road. The Pennsy put her in storage at Northumberland, Pa., in 1939 where she remained until 1959. In 1964, she was retubed and rebuilt at the Strasburg's own shops. This engine, built in 1905 at Juniata, has been used in two major movies: *Broadway Limited* (1939) and, more recently, *Hello, Dolly*! She runs in summer service on the Strasburg. (Photo on page 65.)

2 ***What are the railroad nets on the amateur radio bands?***

There are six, we learn from James B. Ingham, Missouri Pacific fireman and member of MP amateur radio net WA5VFW, 2636 Forest Park Blvd., Fort Worth, Texas 76110. Here are the schedules, all EDST:

B&O-C&O net (on 3.930 Megahertz) 5 a.m. Wednesdays and 7 p.m. Fridays.

IC net (on 3.985 Megahertz) 6 a.m. Saturdays.

Santa Fe net, Saturdays, 9 a.m. (on 3.950 Megahertz) and 10 a.m. (on 7.290 Megahertz).

American Railroads net (on 21.390 Megahertz) 11 a.m. Saturdays.

MP net, Sundays, 10 a.m. (on 7.263 Megahertz) and 5 p.m. (on 7.197 Megahertz).

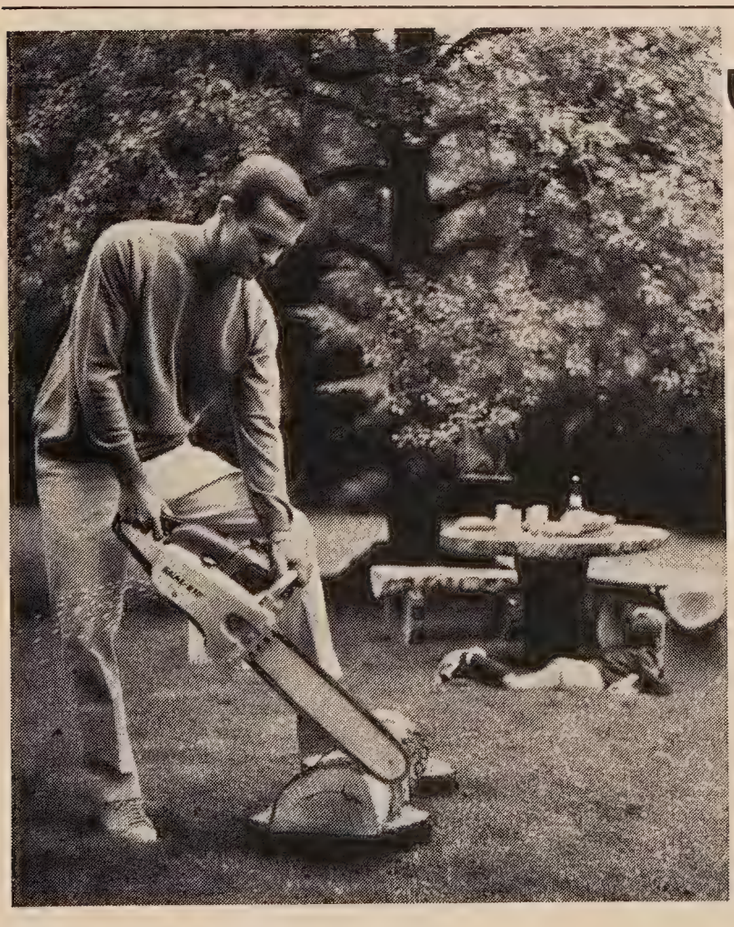
International Federation of Railroad men (FIRAC) net, 4 p.m. Saturdays (on 21.435 Megahertz). FIRAC net control is DJ3UN, Hamburg, Germany, German Federal Rys.

3 ***How many passengers were carried on the railroads in 1969?***

Despite deteriorating rail passenger service, especially in the East, the total number of revenue passengers was 295.88 million in 1969 compared to 295.43 million the year before. There was a decline in long-distance riders (both coach and Pullman), but this was offset by a 4 percent gain in the number of commuters.

4 ***Were the* Toonerville Trolley *cartoons based on a real trolley?***

Yes. Fontaine Fox, creator of this famous series, drew his inspiration from two different trolley systems. One was the old Brook Street line in Louisville, Ky., notorious for its run-down equipment. The other was a stub line with a rickety single-truck, one-man car running between Pelham Station and Pelham Manor, N.Y., where it met the New Haven. The old motorman sometimes held up the car and checked the station personally to see if he had left a passenger behind. He was the original for the cartoon's main character, Skipper. The Pelham line lasted until 1937, was replaced by buses.



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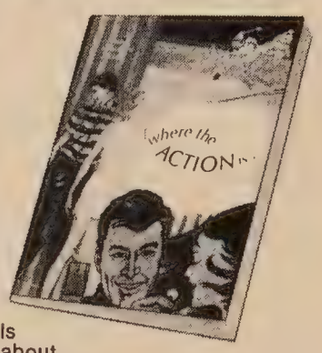
Leslie A. Francis, Massachusetts



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5 ***Do any railroads provide individual garages for train crews' automobiles?***

The only one we know of is the Western Maryland. For a number of years, at Hagerstown, it has provided individual stall garages to train crews while they're on the road. The men drive up, lock their automobiles in the garages and don't have to worry about theft or their autos freezing up in winter. There is no charge for the service.

6 ***What are Vert-A-Pac cars?***

They are 89-foot-long, high-roofed automobile carriers. Inside, autos are shipped nose down and are held in place by brackets; five doors on each side of the car swing down to form a ramp for unloading. Developed by General Motors and Southern Pacific, the cars can carry 30 subcompacts, compared to 15 for conventional tri-level automobile cars. Principal advantage, aside from increased capacity, is that they will cut down on the millions of dollars lost each year through vandalism (tri-level cars are a favorite target for the rock-throwing and rifle-shooting set).

The SP's 119 Vert-A-Pac cars are used exclusively to ship new model Chevrolet Vega's to the West Coast. GM engineers specifically designed the Vega to prevent oil, gasoline, or water leaks while the autos are being shipped on end.

7 ***Did Union Pacific "Big Boys" ever pull passenger trains?***

These massive 4-8-8-4's were never used on regular passenger runs, but pulled troop trains during World War II. Unfortunately, none has ever been used on a fantrip.

8 ***I want some history on the Genesee & Wyoming.***

This shortline, running from Greigsville to Retsof Jct., N.Y., 12.2 miles, was chartered in 1899 as a successor to the Genesee & Wyoming Valley. In 1912, it leased the 3.2-mile Halite & Northern (Halite to Coverdale, N.Y.). G&W has never followed the crowd in motive-power purchases. In the 1920's, 30's, and into the 40's, it owned five Porter 2-6-0's. When it switched to diesels it bought Alco or GE power exclusively. Today, it owns 10 diesels made up of GE 80-tonners, Alco and Alco-GE S4's, and RS-1's.

9 ***What is the oldest operating trolley museum in the U.S.?***

Seashore Trolley Museum at Kennebunkport, Maine, founded in 1939.

1971 auto is shown being unloaded from a Southern Pacific Vert-A-Pac car. 18 feet, 4 ins. above the rail, they are 3 feet higher than standard boxcars.

More than 90 cars are exhibited there, which also makes it the nation's largest such museum. Open bench and closed cars are operated each summer on its 2½ miles of track. Younger by one year is the Warehouse Point Trolley Museum, operated by Connecticut Electric Railway Assn. This 3-mile line at Warehouse Point, Conn., runs 6 trolleys, including ex-Connecticut Co. and Montreal Tramways equipment.

10 ***Where can I get an old-time poem, "The Local Freight"?***

Here it is, written by C. C. McGill:

They're always writin' yarns about
Those fast and swell big trains;
How engineers propel 'em by
Their nerves and lightnin' brains;
But let me tell you fellers while
We idly congregate,
There's none of them got nothin' on
The local freight.

We've got no string of varnished hacks
Like those high-rollin' snaps,
Our old mill's inches deep with rust
And headed fer th' scraps;
But though we grind along the rails
Full sixteen hours late,
There's none of 'em got nothin' on
The local freight.

Running Extra

Answering Edward Zech's inquiry (Nov. issue), the Erie Lackawanna, as of Jan. 1970, owned 36 GP-35's, 27 U25's, and 12 U33C's, nine of which are leased from Norfolk & Western. (EL also leases three more to the D&H); also, 19 SDP-45's, leased from the N&W. In October, Erie Lackawanna took delivery of 23 U34CH's, bought by the State of New Jersey. They are used for push-pull service out of Hoboken.—John A. Scesny, 780 Long Island Ave., Medford, N.Y. 11763.

What is America's busiest stretch of mainline track?—Frank Sellers, P.O. Box 408, Libertyville, Ill. 60048.

In the Technical Arts dept. in my school (Everitt Junior High School), we are doing research and building scale models. My specific concentration is the development of the passenger car before 1900. If anyone could send me information, plans, or pictures on this subject, it would help me greatly.—Paul Rasplicka, 48 Skyline Drive, Lakewood, Colo. 80215.

I read that the U.S. Government was paying the Pullman Co. interest on the salvage value of thousands of Pullman cars no longer in use. This was to prevent them from being scrapped as a measure of national defense. Is it still being done?—H.C. Steely, president, Farmers National Bank, Williamsburg, Ky. 40769.

Who can tell me anything about the Boston & Maine loco *Union,* built by Manchester?—Jim Crimmins, 5 Bonnie Drive, Exeter, N.H. 03833.

What are the names, route areas, and mileages of the railroads from which Penn Central currently leases track?—S. Irby, 775 Carmel Ave., No. 7, Sunnyvale, Calif. 94086.

Working on a Pittsburgh & West Virginia book is Howard Worley, Jr., 713 Lafferty Drive, Pittsburgh, Pa. 15227. He wants info. or photos on the P&WV, West Side Belt, RR., or Wabash Pittsburgh Terminal RR. ●

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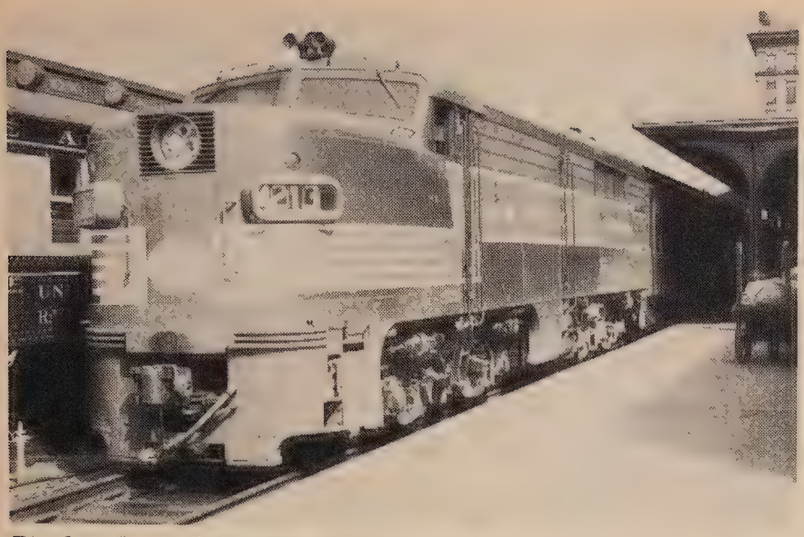
Grand Trunk units 9016 and 9024 (EMD, September, 1948) photographed in Chicago's Elsdon Yard in 1969.
Robert T. Johnson, 345 Elm Park Ave., Elmhurst, Ill. 60126



Pittsburgh & Lake Erie 2314, class PA-3, is shown with the train *Steel King* in the old P&LE station at Pittsburgh, Pa.
Photographed in 1954 by Jim Edmonston

One of the famous "Bluebirds," Nickel Plate No. 183, class PA-1, photographed in 1958 at Conneaut, Ohio.
Collection of Jim Edmonston

TRACKSIDE IN THE DIESEL AGE

by Jim Edmonston

MERRY CHRISTMAS to you, and special thanks to all who have helped me with the page by sending news! Cadiz Railroad, a 10-mile line linking Cadiz to Gracey, Ky., operates a 45-ton GE switcher and an Alco S-1 660-hp switcher, bought from the Tennessee Central, their 51. Cadiz got the GE new in '54, when a venerable 4-4-0 needed replacement. Jerry Mart, 605 Millspring Court, Hopkinsville, Ky., visited the line's president, Stan White, Jr., and sent us a report. The Alco, Cadiz No. 8, is the roster's mainstay; the little GE is used as backup power.

Cadiz No. 7 bears the builder's number, 32251, and Class B-B, 90/90, 2 GE 733. The "B-B" refers, of course, to wheel arrangement, and "90/90" specifies weight on drivers; all 90,000 lbs. (45 tons) are on the drivers. "2 GE 733" tells us that the unit is equipped with two sets of GE 733 traction motors. The loco packs 300 hp.

Georgetown Railroad, listed in Sy Reich's *Texas Shortlines* rosters (Nov. '70), now has two more locos, according to Bert Dockall (MP brakeman), 807 W. Cameron St., Rockdale, Texas. Both are Baldwin S-12's, the turbocharged 1200-hp switcher model. They are not yet numbered, but are still operating as MKT 41 and 47. Probably they will be Georgetown's 1006 and 1007, joining S-12 1005 and three old VO-1000's, Nos. 1002-1004.

Our loco for January is Alco's incomparable PA model passenger engine. For me, a set of PA's on a crack passenger train was the finest sight in dieseldom. Its appearance was almost identical with the FA series freight-haulers, but the unit was bigger in every detail, from the long nose to the six-wheel trucks. PA's (and B's) were offered in three sub-models:

(1) PA-PB-1, 2000 hp, built 9/46-11/49, 222 units built; (2) PA-PB-2, 2250 hp, built 5/50-1953, 81 units built; and (3) PA-3, 2250 hp, built 550-1953, 9 units built.

Externally, the PA/B-1 and PA/B-2 units are indistinguishable, the only differences being the upgraded engine and electrical differences. Those improvements were made later on the older units. PA-3's are plainer to look at, lacking the small porthole behind the rear radiator shutters and the curved trim piece over the cab windows. No PB-3 units are known. The only roads to get PA-3's were MP, SP, Southern, and P&LE. Southern's units were the last PA's ever built and the first scrapped. PA's operate today on Delaware Hudson, a road which never bought a new one. These are ex-ATSF units, bought by D&H in the late 1960's to spruce up its passenger trains. The only other PA's extant are rusting away on a Santa Fe rip track in Chicago, waiting for scrap prices to rise. William Russell, 2647 10th Ave., Merced, Calif. 95340, is organizing a "Save a PA" movement aimed at enshrining one of these classics for posterity.

John Scesny, 780 Long Island Av., Medford, N.Y., pinpoints the location of the EL's GE U-34 CH's; they will work push-pull commuters out of Hoboken. He says 105 new commuter cars will be acquired by N.J. for this service. Incidentally, EL should have its 15 new SDP-45's by now, numbered 3654-68.

Corrections: In October issue I called Cotton Belt 7604 a GP-35, but a dozen or more fans accurately said it was a GP-40. In November issue I mentioned a C&O U-23B, No. 2356. It should have read 2329, last of the series. C&O doesn't own a 2356, but give 'em time.

"Which roads besides the Milwaukee operate diesels built by Alco, EMD, GE, FM, and Baldwin?" asks Thomas Tancula, 7749 W. Windsor Ave., Chicago. I'd say SP, N&W, and PC, although PC's FM fleet is dwindling fast. Very few roads are operating all five.

Western Maryland has been repainting its engines red, white, and black. Stanley Johnson, 112 Holly Ter., Hagerstown, Md., comments on the home-style chopped noses of WM Geeps. The only unit that doesn't have this characteristic is No. 23, a GP-7.

Southern Pacific is rebuilding-in-kind at Sacramento shops, reports Richard Sievers, 120 E. Cypress, Glendale, Calif. FP-7's, GP-9's and SD-9's are getting new side panels, wiring, paint, etc. As each one is completed and emerges from the shop it is renumbered. Dick may send you the new numbers for a self-addressed stamped envelope.

Finally, the rare appearance of PC No. 5161, an old H-16-44 FM 1600-hp road-switcher, in Sharon Yard prompted a drive to clear up another bugaboo; not all FM road-switchers are Trainmasters. PC No 5161, ex-NH 1601, strayed from Chicago, and the roundhouse crew acted as though she was a K-4 4-6-2 or something. So, next month we'll spotlight FM Trainmasters.

Send diesel information to my home, 792 Farnham Court, Cincinnati, Ohio 45240, and keep up the interest!

NIGHT OPERATOR

by Charles W. Tyler

A HARSH wind swept down Jawbone Mountain like a waterfall. The rear brakeman atop the caboose leaned against it and waved a folded newspaper slowly back and forth, letting the head end know that the rear car was approaching the Summit boxcar telegraph office.

Drawbar slack ran in with a series of iron-fisted bangings and the caboose was slugged to a stop. Changing operators at Summit was usually accomplished on the fly, but this time the new arrival was a lady lightning slinger. As a signal courtesy to her sex, Norah Grady was set down with care.

The conductor got off with her valise, yelling at the gloomy-faced telegrapher at the office door: "Here's your relief, Johnny. Sing her your song and let's get out of here."

Johnny stared. The relief operator was as shapely as a store-window mannikin. Her eyes were sea-green, her breasts full and pointed, and she had bright orange hair. A pair of long, slim legs accentuated her height. When she turned her back for an instant, Johnny gasped at the neat-looking rear end in her tight-fitting dress.

"You must be a city girl," he said slowly, "an' this is a tough mountain."

Norah smiled. "Yes, I know. Mr. Welch, the chief dispatcher, is an old friend of my father's and he warned me that it was not an easy job. He also said it was the only job open."

Johnny lifted his hand commiseratingly. "I'm leavin' you with the rattlers an' the crickets, miss." He picked up his satchel. "You railroaded some?"

"A little, in an office, with an agent handling the train orders."

"Well, I put bluestone in the battery jars an' cleaned out the stove ashes. You're gonna run into plenty wire trouble. Western Union has got a line actin' up right now. Wire chief is testin' for it."

"I'll be all right," Norah assured him, "after I get acquainted."

"Oh, you'll get acquainted. Watch out for that second-trick dispatcher. He'll throw the works at you, an' if you break he'll scream like a stuck pig. He just don't like women operators."

NORAH GRADY surveyed her domain doubtfully. She knew that hard adjustments were inevitable for a city telegrapher transplanted to the loneliest spot on the Pacific Coast & Transcontinental's Mountain Division.

The dispatcher was calling Summit and just about throwing a fit. "SU SU SU—DS." The boxcar shuddered from a gust of wind. Creaks and groans chased through the structure and ran on up the semaphore mast outside.

After the spasm had passed, she opened the key. "I-I—SU."

The sounder lashed out furiously. "Where U been?"

Norah replied that she was the new operator and had just arrived. The dispatcher cut her short. "Answer 118."

She studied the small switchboard and its numbered binding posts. 118 was a Western Union wire. She cut in the second Morse set and got the wire chief at Plainsburg, who was testing for line trouble. He asked her to "ground east," breaking the circuit at Summit.

DS came in again, this time with a train order. The redhead was not ready

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and opened the key, stopping the strident rush of Morse. She was frightened at the way she was being dragged over her depth, for she knew only the barest fundamentals of railroad work and could easily fumble herself into serious trouble.

Suddenly she remembered that the chief dispatcher had said she'd work the night trick, which started at seven o'clock. It was not five yet. Norah reached for the key. She eased her refusal to take the train order with the explanation that she hadn't had time to get her things off.

DS machine-gunned a string of angry dots over the wire then began calling another station across the pass. Later she heard him briefing the operator at the East End yard. The movement out of Plainsburg was going to be heavy, which meant helper engines to Summit.

"Got a woman at SU," the dispatcher added venomously. "We have to take what we can get these days."

Norah's green eyes shot sparks. It wasn't fair, putting such a thing on the wire for every operator to hear, before she'd had a chance.

A "baching job" offered little in the way of frills, and Summit was no exception. Eating, sleeping, and telegraphing were accomplished within the confines of four walls. The cupboard held a few canned goods, couple loaves of sheepherders' bread and some potatoes and beans. There were also a coffee grinder and a supply of coffee beans. When supplies ran short, train crews replenished them.

Besides working a long twelve-hour trick and attending to household duties, there were switch lamps to be trimmed, filled each morning and lighted an hour before sunset. There was also the lamps at the top of the shaky signal mast over the telegraph office to take care of.

NORAH stepped outside to survey her bleak domain, struggling against the wind as she looked around. False Peaks loomed above the cloud mists. The gray expanse of the big sky pressed down. When the wind moaned it could be heard back in the cheerless ridges, accompanying the monotonous hum of wires in a dreary duet.

A hunched figure pumping a single-seat speeder came into view around the horseshoe curve at the end of the long tangent. Norah saw that it was a lineman. He climbed off and stood there regarding her curiously.

"Well, dog my cats, if you ain't the prettiest little trick!" he blurted. "You sure brighten this man's railroad."

His friendliness warmed Norah's heart. She smiled at him. "I wish the second-trick dispatcher agreed with you."

"Oh, Tim Nolan!" The lineman guffawed. "He's all right, though. Say, how is that 118? Still actin' up?"

"It was a little while ago."

The lineman worked the speeder off the rails. "Chief's got a fix on the trouble."

He gestured toward the telegraph poles that formed a picket fence across a narrow bench before falling away into Turnback Canyon and the wild disorder of bald ridges and roughed-out gorges.

"Trouble is some place on the slope," he continued. "You see that little path along them poles, kid? Well, old Windy Willie made that, shootin' line trouble."

"I'll tell the Western Union wire chief you're here," Norah said.

She had the coffee pot on the stove by the time Windy came in out of the cold twilight. The big lineman poured a cup and stood warming himself, watching the practiced ease with which the girl copied Tim Nolan's vicious Morse.

"Where'd you learn to handle hot stuff, kid?" Windy asked.

"With the Western Union in Boston." She added, "Before his health failed, my father was an Associated Press telegrapher. Mr. Welch, at Plainsburg, is an old friend and he thought the climate out here would be good for Dad."

Windy Willie nodded, drained his cup. "Best java I ever sunk a tooth in, my girl. Well, I got to be ramblin'."

NORAH watched him slip away down the grade. Then she gazed at False Peaks, high against the sky, and at the Big Dipper starting its swing around the pole star. She could hear a double-header laboring across the pass. The chant of the road engine and helper, against the compelling beauty of the night, cried of high adventure down the path of shining steel.

The sounder called her to the key, and DS charged down on her with a train order which depressed her ecstatic mood. She fumbled for the order pad. It was form "19" hand-up. The train took this type of order on the fly—one copy going to the hogger of the road engine and a second to the conductor.

Norah had just clipped the orders to the hoops when a whistle screamed. She winked the signal, to indicate Summit was handing up orders, and went outside to stand beside the track.

The headlight bore down on her, and she felt the hot breath of the locomotives. Bathed suddenly in violence, the tall shapely girl pulled away in panic, and the crouched figure in the gangway missed the hoop.

Exhausts cut off abruptly and there was the protesting tumult of wheels and trucks fighting brakeshoes. A lantern was dancing toward her before the last convulsive shudder ran through the parade of freight cars. She heard the brakeman's high profanity car-lengths away.

"Where in hell's your lantern, you son of a bitch? I couldn't see the hoop, and you pulled away anyhow."

"Was I supposed to have a lantern?" Norah groaned with dismay.

"Oh, Lord!" croaked the trainman. "A woman! I'm sorry."

He held up his lantern, staring at her. The 220 was the first of the fast freight fleet, and stopping it was a cardinal sin. Nolan's Morse was brittle with temper when he learned that Summit had failed to make the hand-up.

Following the 220 came a first 802. Nolan exploded an order for it over the train wire as the headlight flashed its silver blade on the horseshoe curve west of Summit.

Stretching her beautiful long legs, Norah barely got out beside the track with her hoops and lantern before the vibrating boilerfront charged down. Siderods and drivers tore past like an iron avalanche. The figure in the cab speared the hoop. Moments later, the man hanging on the steps of the caboose swept away the second hoop.

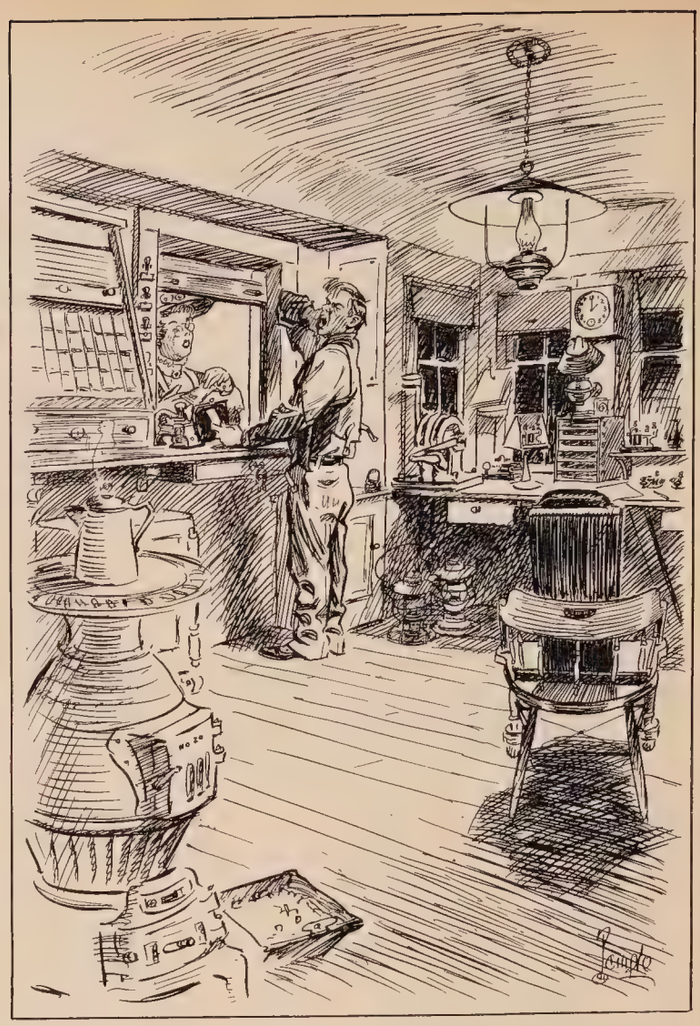
Norah was exultant. "I made it!"

She reported the high-stepping freight and Nolan quickly started an order for a second 802. The girl's moment of triumph was dashed by the realization that she had not replaced the carbons and steel backing between the tissues of the pad in readiness for the next train order. She broke the dispatcher. Her fingers turned awkward as she recalled what he had told East End: "We have to take what we can get."

She gave the "GA"—go-ahead—and Nolan's Morse turned the sounder red hot. With the hand-up to second 802 accomplished, Norah found her splendid legs rubbery when she dropped into her chair, but her spirits had revived. She was learning. Reporting the freight by, she thought maybe Nolan would give her a word of encouragement. Instead, he hit her with, "Don't think you can handle SU."

ONE day when wind and wet wires played pranks with Morse dots and dashes, a kid operator at McCarty's cracked under the pressure of Nolan's

BACK IN THE DAYS



"Give me a one-way ticket on the 2:20 a.m. to Podunk."

Drawn by Harry Temple, Nickel Plate operator

fast stuff, and the dispatcher's tirade only made matters worse. When she could stand it no longer, Norah opened her key and called Nolan and rebuked him for trying to batter his high-speed telegraphy through the elements.

Tim Nolan roared back, indelicately cuffing the ears of the girl at Summit. It had been a wonderful row, with every telegrapher from East End yard to Plainsburg enjoying it—the spitfire at SU taking the hide off the dispatcher. Just how mad Tim Nolan was that night was indicated by the sizzling Morse that informed the lady that only her sex kept him from coming out and punching her in the nose.

"Shanty Irish," she flung at him across the wires.

Norah gradually became part of the desolate country, as tenacious as the flowers that blossomed there in the spring. On one occasion, after she'd been having another angry exchange with DS, Windy Bill came in.

"Old Slow Poison!" the girl exclaimed. "He expects everybody to knuckle down to him. Well, I won't."

The big lineman, nursing a coffee cup between his red hands, stood looking at her between the turned-up collar of his sheepskin-lined coat. Finally he said: "Nolan is the dispatcher; the rest of you are just brass pounders. Some of you might get that good before you die."

"Oh, you!" Norah flung out, adding, "If only the sourpuss would do something wrong—just once."

DARK clouds covered False Peaks and rain hit on the pass about dusk. The rail was bad and visibility shrank to a few blurred car-lengths. Wires glittered and trembled in the wind, and the Morse was heavy.

The gusts off Jawbone started kicking things around, and when the light over SU office went out, the approaching *Fast Mail* stopped, obeying the rule: "When a light is not burning in a light signal, enginemen will regard the signal as displaying a restrictive indication."

Nolan had been giving time on the *Fast Mail,* which was running late, and the stop at Summit meant more delays down the line—delays that added up when the man at the train-sheet was cutting the meets as fine as he could.

With the *Fast Mail* cleared, Norah climbed the shuddering semaphore mast in the teeth of a squall to bring the lamp down for attention. A second time she had to climb the frail ladder to secure it in place. Back inside, she reported it to Nolan and he wanted to know if she had forgotten to fill it. She stood in the puddle that dripped from her garments and rapped out a furious string of dots. Nolan broke to go into a train-order for a west-bound extra.

Getting the hoops with its flimsy tissue orders up to the clamoring freight in the wind and rain was a dismal business. When she stumbled through the door Nolan was raging on the wire. "Isn't he by yet? Are U making your OS reports promptly?"

Norah grabbed the key. "I quit. Get me relief."

"So U can't take it?"

"I can't take U."

"Lace Curtain Irish."

Norah had never hated anyone so much. She poked viciously at the stove, dumped on more coal, then got into dry clothes. She dragged her valise from under the bunks and threw her things into it.

The train wire beat was hard and fast. Nolan, hammering out train orders—orders for Roaring Forks, Hat Mountain, Clear Creek, McCartys. Orders for 220, the 802s, No. 17, No. 404. Nolan was doing a magnificent job, the girl realized, in the face of obstacles inherent in mountain railroading.

Extra 4280 was coming up through Turnback Canyon. Norah could hear the exhausts of the helper and road engine in the night; then she heard the rear helper when it came out of Tunnel 10. Fifteen minutes later the freight turned the horseshoe and pounded up the long tangent, stopping finally past the telegraph office to cut out the rear-end helper. The helper turned on the wye and drifted down through the passing track to the red semaphore.

Big Mike Rafferty, the engineer, and the helper's flagman tramped into the telegraph office with noisy greetings. Norah reported the 4280 by and waited for the order for the helper, ready to head down the mountain to Plainsburg. Nolan's problem was to interlace the westbound helper through the strong eastbound movement. The girl knew he'd be studying the columns of his train-sheet, frowning, intent on the order he wrote in the train-order book.

The dispatcher cracked the SU call and flashed the order. After she had copied it, Norah studied it carefully, looking for something that seemed to be missing, something she couldn't put her finger on. Nolan prodded her with "You going to sleep?"

Norah's fingers played on the key.

"Eng 3860 run extra, Summit to Plainsburg. Meet First 802 at Oak Flat; Second 802 at Roaring Forks: No. 404 at Hat Mountain; Extra 4281 East at McCartys. No. 17 run 30 thirty minutes late, Klondike to Plainsburg."

She gave the dispatcher the train and order numbers from her clearance form and received his "OK."

Rafferty and the brakeman read the order, and Big Mike said, "Let's get out of here. See you in church, kid. Thanks for the coffee."

Norah was still studying her copy of the order when the door banged. Vaguely it came to her that she had heard Hanksville, the next station west down the grade, report an extra freight taking water—a 4242. The order had nothing about the helper meeting this extra. Still, she assured herself, the great Tim Nolan must have taken care of the 4242 somehow. She wanted to ask him, but anything that went onto the wire became public information and could prove embarrassing.

JUST THEN the dispatcher cracked the Summit call. "Has the 3860 gone?"

A desperate quality in the Morse brought Norah to her feet. Nolan didn't have to say any more. He wanted to stop the helper. She snatched up a lantern and ran out to the track, swinging it hard in the rain in a wide, low semi-circle, a *washout*—emergency stop.

There were no answering whistle blasts, only the red lights on the back of the 3860's tender fading in the blackness beyond the switch.

Norah returned to the key, with rain still glistening on her face, and put one word on the wire, "G-o-n-e."

The sounder armature fluttered once or twice, as though Nolan was trying to shake something out of his screaming brain and put it into Morse, but it was no go. The wire closed and the small sound it made was like the final soft-latching of the door of doom. The big dispatcher had finally burned his fingers.

Norah hadn't heard Hanksville report the 4242 leaving, but she knew that he must have. This meant that the eastbound extra and the 3860 helper were out against each other on the crookedest piece of track on the Mountain Division!

The spin of Norah Grady's beautiful body hurled the chair against the stove. Her slender hand darted into a box under the telegraph table and came up with two red fusees. With a crazy idea in her head that by following the pole line short-cut, she could beat the helper engine to Turnback, she dashed out.

Wind and rain were coming off Jawbone in great gusts. Norah plunged across the bench where the telegraph poles stuck their fingers up, dimly visible beside Windy Willie's pale little path.

The gray clay was like skillet grease, forming lumps of mud on her shoes, slowing her flight until she was past the break of the bench. Then all footing flew away and her downward rush was terrifying.

She braked herself by clutching at chaparral clumps with her free hand, and by holding a well-shaped arm around a telegraph pole when she could. Brush slapped her, tore at her garments, burned her in the violence of her going. It was a wrestling match with a brawling mountainside—catch-as-catch-can with no holds barred.

The track followed a crooked creek bed after it turned the horseshoe, then made the sweep that brought it into Turnback Canyon, a little more than five miles from the Summit telegraph office. The pole line distance was close to half a mile.

In a headlong spill over an outcrop, one of the fusees slithered from Norah's grasp, but she clung to the other. Lower on the steep slope she hugged a pole, breathing gustily, trying to get a grip on herself.

Beyond the buttressed shoulder above Tunnel 10 she could hear the rapid exhausts of the 4242's engines. Norah had tried to keep count of the telegraph poles as a means of knowing when she was near the place where the wires reached out to span the Turnback Gorge, but everything was confused now and she wasn't sure of anything.

She crowded against a ledge, trying to twist off the fusee cap, her once-pretty hands slick with the treacherous clay. If the helper engine had not already gone down the canyon, it could wheel quickly around one of Turnback's curves and be everlastingly past before she got the flare lighted.

The cap was stubborn and panic took hold of her. She should have lighted it before, farther up the slope, she told herself. At that moment there was a brief lull in the assault of wind and rain and Norah caught the sound of an engine's clanking side rods.

THE TRAIN-SHEET, under the blaze of the light in the dispatcher's office, was no whiter than Tim Nolan's taut features. His hands were spread palms down on the ruled surface. The train-order book was open near the telegraph key. Welch, the chief dispatcher, stood looking down at it, frowning a little, absently turning the pages.

The division superintendent was there. So were a trainmaster, the wrecking boss and one or two others. Windy Willie had come in on call to stand by.

Welch asked tensely, "Nothing from Summit, Tim?"

Nolan shook his head.

NORAH gave her hand a quick swipe across her matted red hair to rid it of the cloying ooze, and wrenched at the fusee cap again. This time it came off. She set the flare alight by rubbing the cap against the friction end. A lively globe of red fire burned a lusty hole in the drenched blackness. The smoky glow lighted the glistening wires overhead, the ragged rim of the cut not a dozen yards away, and the oncoming boilerfront of the 3860.

She threw the fusee stick and it arched out and down, bouncing on the ties sixty feet below. Still burning, it came to rest against a rail. The 3860 blasted twice and the brakes grabbed, rimming the wheels with fire. The drivers locked, skidding along the hissing rail.

Mike Rafferty was out through the gangway before the locomotive had fully stopped, yelling at the bedraggled figure scrambling down a rocky gutter:

"Hey, you, what's all this?"

Norah sloshed through the water running in the right-of-way ditch and confronted the crew, who had run out in front of the locomotive's pilot.

"The next time you pull away from a train-order office," she flung out, "try taking a look back—some brass-pounder might be trying to swing you down."

The helper's flagman said, "Listen!"

They stood there, heads turned, ruddy faces grave. Exhausts were shouting somewhere beyond Tunnel 10. A train was coming up the grade against them. Rafferty looked at the female operator and was beginning to understand.

"It's probably Extra 4242 East," she said. "And they have a meet with No. 17 over the pass, so let's not stop them."

Rafferty said, "I get you." He gestured at the flagman. "Pick up that fusee."

Norah was on the seatbox beside Big Mike when the 3860 roared back up the grade to Summit.

The engineer growled: "So Tim Nolan finally bulled an order and you had to pull his chestnuts out of the fire."

"Don't be crazy," Norah snapped.

The wind flowing off Jawbone Mountain, slapping rain against their faces, seemed to be singing a song. Somehow it was saying that a tall, green-eyed girl from the city had come out into the wilderness and done a great job of railroading. ●

HOBBY CLUB

conducted by Sy Reich

THE FANTRIP from Denver to Julesburg, Colo., behind Union Pacific's 8444 was a success to its 273 passengers but a big financial failure to the Intermountain chapter of NRHS, which ran the trip September 12th. The group lost almost $2,500, much of it due to lack of support among the chapter's members.

The explanation is in its newsletter, *Intermountain News*, Box 5181, Denver, Colo. 80217:

"Out-of-state sales were excellent, but as of two weeks before the trip only 15 chapter members had purchased tickets, and this figure increased only marginally by Sept. 12th. As a result of this apparent local apathy, the chapter has no plans for operating future trips with the 8444, and the officers and directors are looking seriously at the advisability of getting out of the passenger business entirely."

A rare bargain for steam fans comes with the publication of a 100-page catalog containing a listing of no less than 8,000 photos from original Baldwin Locomotive Works negatives. Practically every engine Baldwin ever built and photographed from 1860 to 1956 is there, arranged alphabetically by railroad. What's more, you can order a 4x7 print of a builder's photo for only 25¢ or an 8x10 for 50¢! The catalog is available from H. L. Broadbelt, 310 Glenside, Morrisville, Pa. 19067 for $5, including six 8x10 photos of your choice.

Nord Photo Engineering, Inc., 529 South 7th St., Minneapolis, Minn. 55415, had been using a lightweight Pullman car, the *Silver Messenger*, as a mobile school. Now, it wants to sell the car to a railroad museum or group, rather than see it cut up for scrap. Inside, the car has imported paneling from Africa, carpets, and vinyl "silk brocade" to cover wall surfaces. Contact Roy Clapp, president of the company.

Notes from Underground is the name of the 4-page printed monthly of the Committee for Better Transit. It contains news of transit in the metropolitan New York City area—the most recent issue featured the views of the three N.Y. State senatorial candidates, as well as a description of the new Second Ave. subway line in Manhattan. A year's subscription, including membership, costs $4 from the Committee at P.O. Box 3106, Long Island City, N.Y. 11103.

Summer and Autumn '70 issue of *The Railroad Enthusiast* is devoted solely to the Boston & Maine. Featured are articles, photos, and a map; also, an account of the building of the famous Hoosac Tunnel. Published twice a year by the Eastern railfan club of the same name, this 32-page booklet is available for 50¢ from its editor, Frank Kyper, Box 253, Quincy, Mass. 02169.

In preparation for its 1971 season, Steamtown Foundation is putting together a slide show illustrating engines in their collection (including Green Mountain locos) in operation prior to their purchase by F. Nelson Blount. If any readers have such slides, they should write to Frederick Bailey, Bellows Falls Road, Walpole, N.H. 03608.

We hear from Elmer Treloar, whose photos we feature regularly: "Fanaticism is widespread among railfans. If their special interest is in steam or diesel or electric power, they feel it is their duty to ostracize or quarrel with any-

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"Making 50% more than on any job I ever had. I've earned as high as $1300.00 in a single week." **J. S., Fla.**

"My biggest day was a sorority house that brought me $360.00." **H. B., Texas**

THESE ARE JUST A FEW OF THE LETTERS IN OUR FILES FROM MEN AND WOMEN WHO HAVE FOUND SUCCESS AS DURACLEAN DEALERS. (IN ANOTHER YEAR YOUR STATEMENT COULD BE HERE, TOO)

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WITHOUT OBLIGATION send me the free booklet which shows me how I can start a Duraclean business in my spare time without risking my job. No salesman is to call.

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one whose interest differs with theirs. On a fantrip they make elaborate preparations to take pictures, setting the camera on a tripod in what they feel is the one correct position, obstructing the view of others. They think this is justified because they are geniuses. Usually another location nearby is just as good, or better, but they never consider it because it is a low angle or aerial shot, one of which has to be wrong by their standards.

"These people are so busy feeding their egos by quarreling that they don't get much fun out of their hobby. In my travels I run into a lot of people with a broad range of interests in the railroad industry who would not join a railroad club because of the juvenile behavior of so many railfans."

Santa Fe's *San Diegan* crosses trestle at San Onofre, California, Sept. 26, 1970.
Joe McMillan, 250 St. Rose Dr. No. 1, Placentia, Calif. 92670

Sparks & Cinders is the 8-page monthly newsletter of the Wisconsin Chapter, NRHS. Most of it deals with Wisconsin railroads, but it has plenty of general news plus an item each month about the Jersey Central (editor R. H. Adams, Jr., spent his childhood along the Jersey shore), written in an informal, witty style. We recommend it to those interested in north Midwestern railroads (or the Jersey Central). For subscription details, write editor Adams at 2310 East Newberry Blvd., Milwaukee, Wis. 53211.

Effective Jan. first, Golden West Books, publishers of *Railroad Avenue*, by Freeman Hubbard, will increase its price from $5.95 to $6.95. Half a dozen other Golden West titles also will be affected. The address is P.O. Box 8136, San Marino, California 91108. The company is headed by Donald Duke.

Fans of the Fonda, Johnstown & Gloversville, an upstate New York shortline, can get a Centennial pen for $1. It is red and silver, with company initials and a notation about FJ&G's 100th anniversary. Order directly from the road at 111 W. Fulton St., Gloversville, N.Y. 12078.

Nebraska railfans may not know that the NRHS has an organized group in Lincoln, the Cornhusker Chapter, which publishes a 4-page monthly *Cornhusker Whistle*, Henry Troutman, editor. For subscriptions, write him at 3350 Dudley St., Lincoln, Neb. 68503. ●

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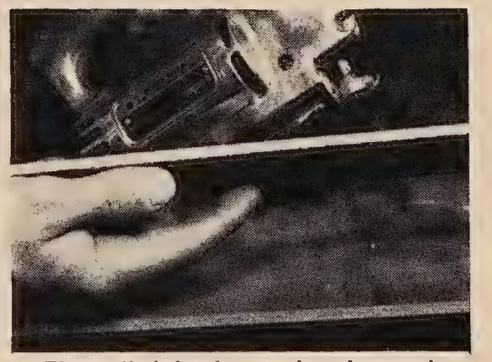
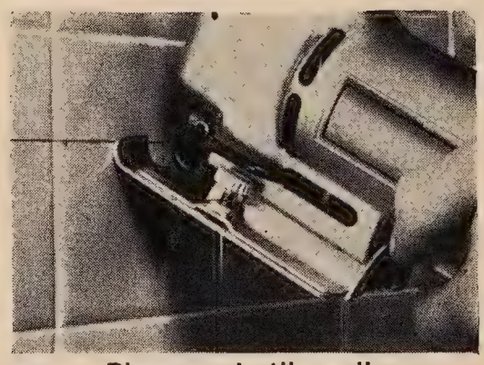
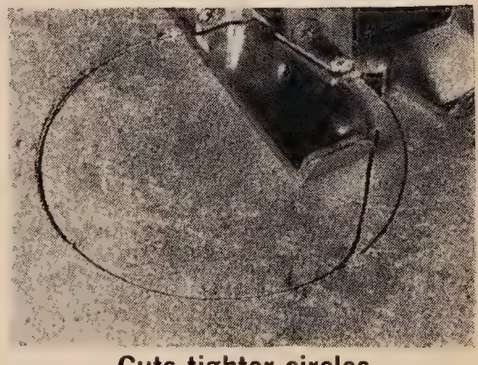


Finer finished cuts in plywood.



Plunge-cuts tile walls.

Cuts flooring with nails.



Cuts tighter circles.

Missouri Pacific operator hands up train orders to extra 1519 at the station in California, Missouri, in a snowstorm in 1942. The engine is a 2-8-2 type.
Rail Photo Service, 125 Kennedy Memorial Dr., Waterview, Maine 04901

THE CALLING-ON SIGNAL

A True Tale by WILLIAM T. CHURCH

AGAIN I looked at my Hamilton, running my thumb over the dial. Then I held my orders over my lantern and as I re-read them my built-in radar system began acting up. Something is wrong, I thought, but what?

As a Missouri Pacific conductor, I was running through freight that night between Dupo, Illinois, and Paragould, Arkansas. We used our own road's Illinois Division, then the Cotton Belt for the rest of the way to Paragould, where the north terminal of the Memphis Division was located. On this balmy spring evening, we had train No. 361 and engine 1487, a USRA-design heavy Mike. It being a fast run with a short train, an auxiliary water car reduced the number of road delays and helped to cut our running time to a minimum.

Sticking my head out the cupola, I drank in the warm spring air that caressed my face and smelled the sweet honeysuckle that flowered beside the right-of-way. Up front, the reflection of the firebox against the smoke trail told me that the fireboy was hand-bombing our stoker-fired Mike. So this was why we had lost time going over Campbell Hill and the St. Francis River levee. Across from me sat two brakies, Johnny Eledge and Bill Davenport, chatting about their latest exploits with girls.

Bill glanced at me. "What's the matter, skipper? You act as nervous as a pregnant old maid at a church social."

Instead of answering, I said: "Just poke your big manly head outa that window and give your side of the train a looking-over. That's what you're getting paid for."

Up ahead, grey-haired Johnny Gruber, a veteran of 45 years with no demerit mark on his record, handled the throttle of the 1487. His fireman was a young student making a first road trip; but since my head brakeman also was an expert at firing, the fact that we had a green ashcat didn't bother me at all.

Before call time, my premonition—a feeling I couldn't shake—began to show itself. I wanted to stay home; but, hell, if you stayed home every time you feel funny, you'd practically never work. Our double-track line had no signals at all. I watched my flagman, Eledge, set red fusees at the curves and I rode much of the way with my head out the cupola window, scanning the cars for possible defects. We made good time over the MoPac tracks. Our student fireman, aided by Bill Davenport, kept the powerful Mike hot while engineer Gruber split the wind with her.

In those days the Cotton Belt had only 48 miles of CTC on its north end between Illmo and Paragould. The rest of our run to Paragould was dark railroad—that is, governed by train orders and timetables but without automatic block signals. At Dexter Junction we picked up running orders to Paragould, a pair of 19's, which read: "Engine 1487 run extra Dexter Jct. to Paragould" and "Extra 1487 has right over northward trains Dexter Jct. to Piggott."

Such orders shouldn't confuse anyone. They were simple instructions for a run without a schedule, during which we could move on the main track without clearing northbound trains to Piggott. We'd have to take siding at Piggott or else get a "calling-on" signal from the semaphore at Piggott telegraph office to advance us down the main stem and receive orders to proceed out of town.

For readers unfamiliar with the term *calling-on* I will say it's often necessary, when operating by train orders, to change meeting points, and this calls for additional orders. But sometimes the dispatcher wishes to issue further orders to advance a train beyond a station where he has restricted it by other orders. To do so he must get the train past the switch where it is to head into the passing track and bring it down to the train-order signal for more orders. In such cases the calling-on signal rule is used.

At Malden, some 18 miles from Dexter Junction, brakeman Davenport dropped back to the caboose, for there we picked up a third brakeman, a man made necessary by the Arkansas full crew law. He would serve as head shack from there on to Paragould. Meanwhile, at Malden we had a clear train-order signal, nothing but a message with the new man's name for my report. It looked as if we'd head in at Piggott for the usual three northbounds that were scheduled for that time of night. Or we might get a calling-on at Piggott, with orders for a meet or meets down the line. My premonition was still acting up. I couldn't shake it.

Unknown to me, the third man had reported for work with his belly full of beer and his mind slightly befuddled. When our hogger took on a supply of real estate (poor coal) at Malden, he discovered that the new brakie was not an able coal-heaver like Bill Davenport. Because our student had let his fire get into a mess, the engineer had to soft-pedal the big Mike to keep from killing her.

That's why we lost time in making the run over Campbell Hill and St. Francis levee. While the hogger and the student wrestled with the clinker hook and were hand-bombing the

Mike, the Cotton Belt man enjoyed the trip by singing bawdy songs and making a general nuisance of himself.

In the meantime, as we learned later, some form of lovemaking was going on in the telegraph office at Piggott. The telegrapher there was a pert little redhead, well shaped fore and aft and young enough to be conscious of her sex appeal. But don't get me wrong. She was a competent brass-pounder and did a good job when her boy friend wasn't hanging around the station. Of course, there was a strict rule against unauthorized persons doing that, but who cared, so long as you weren't caught?

I never did learn exactly what the young couple were doing, but it could have led to disaster. For out of Rector, the first station to the south of Piggott, a mighty Northern-type steamer was roaring through the darkness with the first section of a Cotton Belt freight, No. 18, its crew expecting to find its train in the clear on the main line at Piggott.

As our caboose bounced over the road into the curve just south of St. Francis, north of Piggott, the train-order signal set by the girl telegrapher came into view.

"Clear board," I intoned from the cupola.

Bill Davenport stuck out his head and repeated, "Clear board." Then he said quickly: "No, we have a calling-on."

I looked out again. Sure enough, off in the distance, my eyes rested on the train-order signal in yellow position.

"Calling-on," I repeated. "I guess the dispatcher is taking us further south for the northbounds."

As we neared the siding at Piggott, engineer Gruber edged his big Mike on toward the telegraph office. With my head still out the doghouse window, I shouted, "Board is red now." Then, climbing down from my lofty seat, I went to the water cooler and gulped a cup of icewater to settle my uneasy stomach. After that I sat at my desk to wait until we reached the station to pick up orders.

Suddenly the train stopped with a spine-thumping jar. Three peremptory blasts pierced the warm night air.

"What the hell?" I exclaimed.

Johnny Gruber replied with three hoarse whistle blasts as he started speeding backward without waiting for a signal from the rear end.

Grabbing my lamp, I hit the ballast and made my way to the engine. What I saw afar off was almost enough to turn your hair white. Sweeping around the curve just south of the depot, a headlight raced toward the 1487! Off in the distance a red fusee flashed. Someone was flagging first 18.

Holding my breath, I listened as the Cotton Belt hogger answered the flag with two blasts of his whistle and then set his air into emergency. The iron monster fought herself to a standstill, pulling her train with every brakeshoe tight against their wheels. Johnny Gruber backed the 1487, pushing our train fast in an effort to get away from the oncoming Cotton Belt, which was speedily closing the gap between the two locomotives!

Gruber rushed back past me so fast that I didn't have a chance to climb aboard. Not until he had the 1487 pointed in the pass and the Cotton Belt had pumped off his airbrakes could I board our engine.

"What's wrong?" I asked the hogger.

"We ran a meeting point," he gasped.

"A meeting point? But we didn't, Johnny. We had a calling-on."

"I never saw it," said the engineer.

My heart sank. Now I knew why my premonition had been deviling me.

"Well, what happened?" I asked.

"The kid," he complained, "let the damn fire get away from him after leaving Malden, and while I was helping him to straighten it out I forgot about our right of track to Piggott."

"But," I insisted, "we had a calling-on."

"That I don't know, Bill," he said. "The first thing I remember plainly was being in front of the depot with a red order board; but when I heard the Cotton Belt whistle and looked around I knew I was wrong."

The head brakeman, stone sober now, shook like an aspen leaf. "It's not Johnny's fault," he admitted. "If it hadn't been for me, he wouldn't have forgotten to head in here."

"How is that?" I inquired.

"Well, as you know, I drank a little too much at Malden and when I got into the cab I began cutting up with the engine crew. If I hadn't, I'd have called their attention to the right-of-track order."

"Hell's bells," I cut in, "can't I get it through you guys' thick heads that we had a calling-on signal here."

"Bill," Johnny Gruber spoke softly, "that isn't what I saw, and you know what it means. I am going to lay my cards on the table and take my pension."

Well, I left the engine at the other end of the passing track. The Cotton Belt freight had already pulled out of town. In the telegraph office I found a shapely and much worried young redhead. Her boy friend was there, too, a smartly dressed Lothario, but nobody felt like smiling now.

"What's going on here, miss?" I asked.

Before she could answer, engineer Gruber came up behind me and handed the girl a message to send. His resignation. Slowly she read it.

"No, Mr. Gruber, please don't do that!" Her pretty blue eyes misted with unshed tears. "It was all my fault."

Then she blurted out her story. The boy friend had been sitting on the desk between her and the semaphore levers, talking the way lovers do and inadvertently blocking her view to the north. The dispatcher called. He gave the girl orders to copy for us, so we could get out of Piggott after meeting three Cotton Belt trains there.

The boy friend cooperated with her by dropping the levers on the southbound signal from green toward red; but being more interested in romance than in railroad operation, he didn't drop it far enough. The signal stuck in the yellow, or calling-on, position, which I had seen from my caboose. A few seconds later, when he shifted his body a little, the girl noticed that the lever was in yellow. Quickly she dropped it all the way into red; but the man's body blocked her view, so she couldn't see the headlight of our engine and she went on copying orders.

Just when she first noticed us on the main is a moot question. Being a railroad lass and a quick thinker and knowing that first 18 was out of Rector, she dashed from the depot and up the track with a red fusee and flagged the oncoming train.

Our hogger was dumbfounded; he didn't know what to do or say. He realized that he had run a meeting point, having forgotten all about the right-of-track order. I convinced him that he should wait until we reached Paragould before sending his wire, and he agreed.

I don't know how the dispatcher covered up the incident, but at Paragould we received a message addressed to Gruber and me, which said: "If you make a report on the Piggott incident, send it to me by U.S. mail marked personal." It was signed ECR, Chief Dispatcher. Needless to state, we never made the report. The entire crew on Cotton Belt first 18 kept their mouths shut and that ended it. ●

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Designed for Air Force for use in extremely cold areas, this parka is ideal for the outdoorsman who wants the finest cold weather garment he can find. The Sage Green outer shell is made of 100% nylon. Inner shell, also made of nylon, is International Orange color. Insulated with 9 oz. dacron.

Hood is trimmed with genuine wolf fur, and is lined with Dynel pile. Heavy duty front zipper has double protection button-over flap. Raglan sleeves, warm knit wristlets. Elbows are double reinforced. Has four big roomy pile lined front pockets and zippered cigarette and pencil pocket on the sleeve.

Sizes: S-M-L. (XL size, $54.95 plus $1 pstg.)

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Warm Lining Made of 100% Nylon Fleece

$15.95 plus 75c pstg.

Designed for deck use when the cold winds howl. Water repellent. Outer shell made of 50% nylon, 50% cotton. Lining made of warm 100% nylon fleece. Heavy-duty front zipper with button-over flap. Two slash pockets. Breast pocket with snap fastener. Rib-knit wristlets inside sleeves. Olive drab color.

Sizes: S-M-L. (XL size $17.50 plus 75¢ pstg.)

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Sage Green on one side, International Orange the other!

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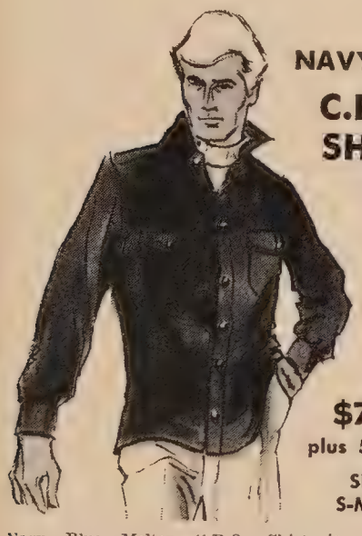
Same type used by Air Force. Sage Green outer shell made of hard-finished sateen International Orange inner shell made of 100% nylon, quilted stitched. Warm 50% wool interlining. Rib-knit neck, cuffs and waist. Heavy-duty double-pull zipper front. Zip cigarette-pencil pocket on sleeve.

Sizes: S-M-L. (XL size, $15.50 plus 75¢ pstg.)



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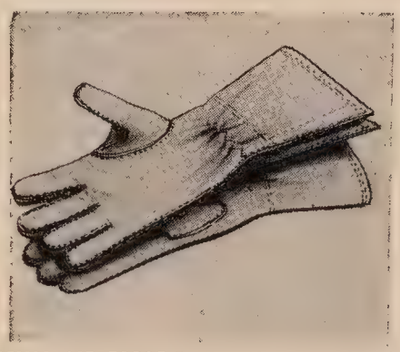
$7.25 plus 50c pstg.

SIZES: S-M-L-XL

Navy Blue Melton C.P.O. Shirt is a perennial favorite with sportsmen. Warm and beefy, it may be worn by-itself in the early Fall and Spring, underneath a jacket in colder weather. Has two roomy patch pockets with flaps. Blue buttons with anchor design.



ROYAL AIR FORCE Leather Gloves are ideal for pilots, motorists and sportsmen. Made of fine top-grain leather. Wool lined for additional warmth. The full gauntlets are leather lined and have a wide gusset so they will slip easily over bulky jackets or coats. Natural tone color. Medium size only (will fit nearly anyone comfortably).

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Brand new Army Mummy-style Mountain Sleeping Bag is 100% feather-filled for maximum warmth. Poplin balloon cloth shell and lining. Quilted construction. Heavy-duty full-length zipper. Over 6½ ft. long. Feather filling weighs approximately 3 lbs. Bag weighs about 7 lbs. Comes with waterproof carrying case.

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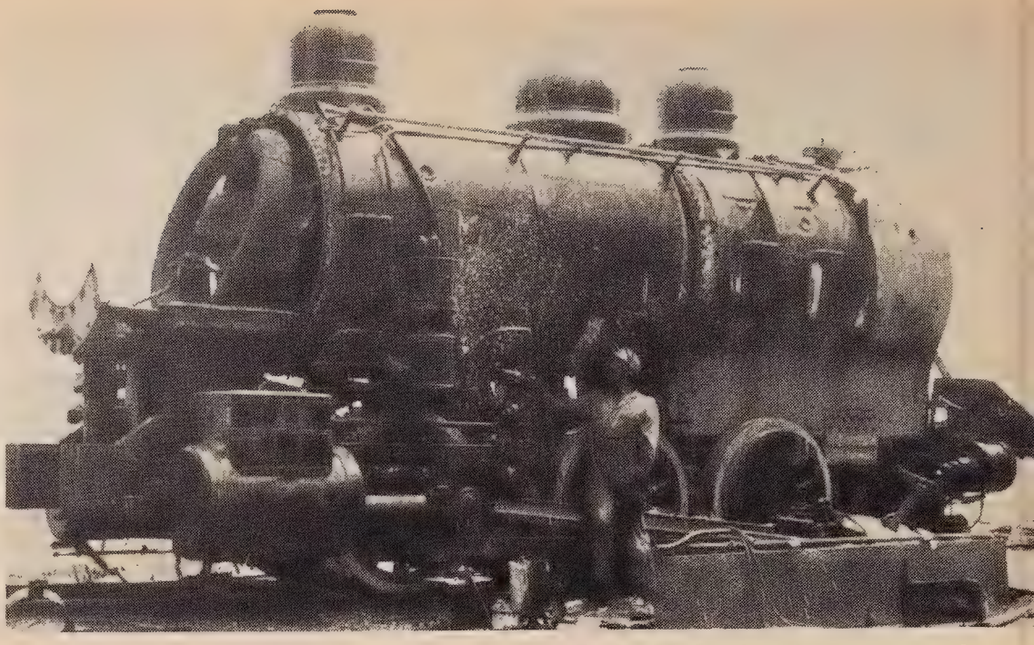
IN SEARCH OF STEAM

with
Mike Eagleson



Detroit Edison 0-6-0, long displayed in Allen Park, Mich., has been scrapped.
Robert G. Shaw, 930 Majella Ave., La Verne, Calif. 91750

SCRAPPING steam in the U.S. nowadays is practically unheard of, especially with so many museums and private collectors bidding for available engines and with new preservation societies being formed. Even a loco in deplorable condition can still be painted and preserved as a static display. But Detroit Edison's 0-6-0, long displayed in Allen Park, Mich., was cut up recently by Atlas Scrap Iron & Metal Co. The City claimed she had become a safety hazard and was unsightly. Now, that 1924 Baldwin just didn't "become" wretched on her own; she was allowed to get worse each year without maintenance or security against vandals. Alas, Baldwin serial No. 58016 is no more! laments Robert G. Shaw, 930 Majella Ave., La Verne, Calif. 91750, who made this photo.

The former Bucksport & Elk River's *Falk* No. 1 has been returned to Port Humbolt State Historical Park, where she had been displayed many years before being moved to Sequoia Park, Eureka, Calif. The tiny 0-4-0T is now exhibited under cover, adjoining a former Bear Harbor engine on the bluffs overlooking Humbolt Bay in South Eureka.

Steamtown U.S.A. at Riverside, Vt., has a saddle-tanker ready for ICC inspectors. It seems the museum needs a small operative loco to shift its display engines around, but has had no other operable power on its property since 4-6-2 No. 127 (ex-Canadian Pacific 1278), was leased to the Cadillac & Lake City in Michigan. Last November, ground was broken for construction of a long-awaited loco shed. Nearby, Green Mountain's 2-6-0 No. 89 (ex-Canadian National), evidently needs much repair. Rumor has it that ex-CP No. 1293 will relieve the now-ailing No. 1246, of the same class. Steamtown's 0-6-0 No. 4 (ex-Eastern Gas & Fuel Associates) may be up for sale, and is classified as "standing junk," reports G. Seil, 66 Gatchell St., Buffalo, N.Y. 14212.

Buffalo Slag Co. has two 0-4-0T's and a tender-engine for sale both in poor shape, out of service for 20 years.

Red Clay Valley's pair of ex-CP 4-6-2's, Nos. 1238 and 1286 may be for sale in Wilmington, Dela. Once owned by George Hart, now of Penna. State Ry. Museum, Strasburg, Pa., the Pacifics pulled many single- and double-headers for years.

British Columbia has just lost Vancouver Wharves' last active Shay, No. 114, and another engine. Fortunately, the company has given one of the sidewinders to the Provincial Museum at Fort Steele and a diesel will tow her there. So says Dean Ogle, 104-1320 5th Ave., New Westminster, B.C., Canada.

Much of the D&RGW steam-operated Silverton branch in Colorado was washed out by floods last fall, leaving some doubt as to whether or not it could be reopened for the 1971 tourist season, but the company insists it will, reports F. D. Dove, 7615 Irwin Ave., Cincinnati, Ohio 45236.

Robert & Saguenay Railway's 2-8-0 No. 17, in Canada, may be scrapped unless she is bought soon. Chicago steam-owner John E. Thompson is considering the purchase of this handsome 1940 vintage Consolidation. The ICC recently condemned his ex-T&NO 4-6-0 No. 319, but he is now trying to restore to operation his ex-Louisiana Midland 4-6-0, we learn from Thomas Schiltgen, 3832 Blackstone, Markham, Ill. 60426.

With ICC approval, the entire Graham County RR. may be abandoned, 12.13 miles from Robbinville, N.C., to a Southern Ry. junction point near Topton. The road's last freight ran Aug. 14th. Tourist operation ended its 1970 season on Labor Day, but plans and hopes call for resuming it next summer, says Col. James Bogle, Atlanta, Ga.

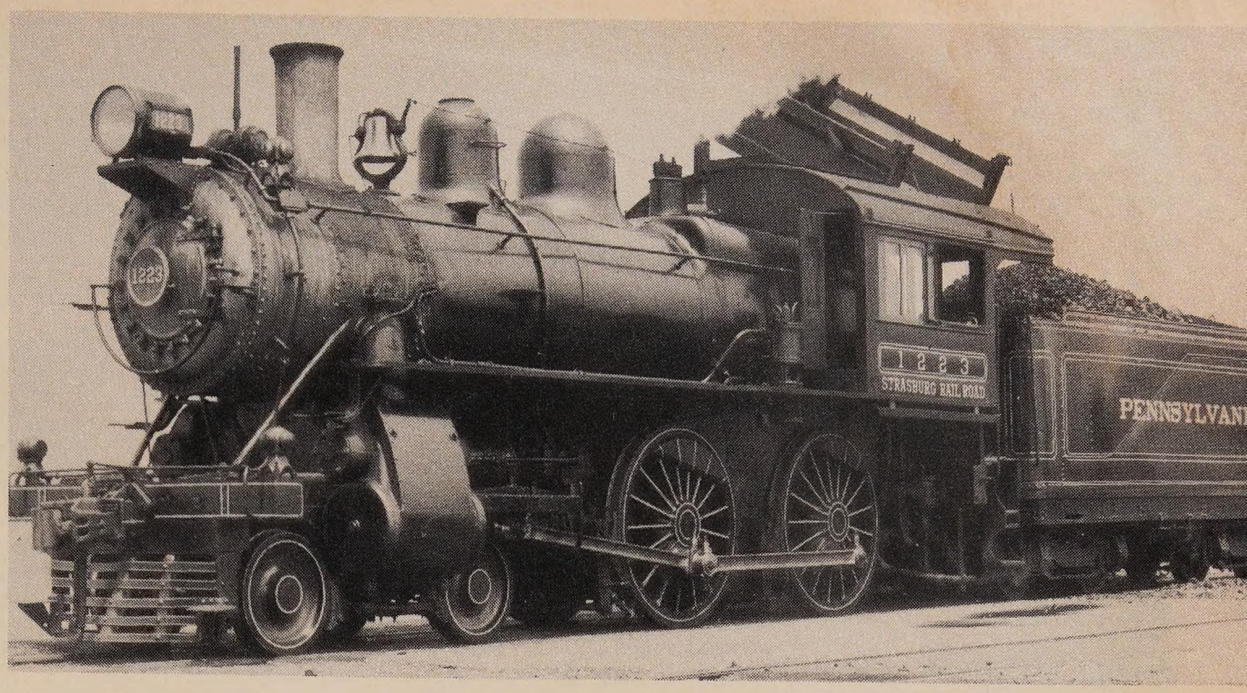
New Jersey's Black River & Western is overhauling its ex-U.S. Sugar 4-6-2. We hope she'll be able to run out of Ringoes by summer.

Nickel Plate's big Berkshire No. 759 made a spectacular Hagerstown-Cumberland freight run on the Western Maryland last Sept. 21st, under the able direction of High Iron Co. of Lebanon, N.J. I followed the freight by automobile to take photos. Coming up the grade into Hagerstown on the return trip made the whole day worth while for me. The billowing smoke and familiar stack talk left no doubt that this was bigtime power performing well in regular service. ●

A 5-ton 2-6-0 pulls passengers on Billy Jones Wildcat RR., Los Gatos, Calif.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Ave., Mount Arlington, N.J. 07856.

Believe it or not, this locomotive is owned by the Penn Central. She is leased to the Strasburg, which uses her in regular passenger service (see page 48). She is pictured taking on coal.



Howard Pincus, 5 Eldredge Place, Rye, N.Y. 10580

The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

C.L. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 3½x5 pix steam, diesel, stations, cars of LV, RDG, CNJ, EL, SCL, FEC, etc. (SSE)

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned 126-620, 116, 616 and 122 cameras, desired by many railfans for large, oblong negs.; details, list free.

KEN ASH, 42 Douglas Ave., Yonkers, N.Y. 10703, buys NYC steam pix.

H.E. ASHCROFT, Glenwood City, Wis. 54013, buys pre '20 pix, train orders, rule bks., tts., emp. tts. of Escanaba & Lake Superior.

JAY BEARDSLEY, 122 N. Bassett St., Madison, Wis., will sell Lundy's "Air Brakes," Hawyard's "Gasoline Tractors."

V.J. BENKOVITZ, 7823 90th Ave., Woodhaven, N.Y. 11421, will trade 1-12/66 Model RRer for Vol. 24 ('63-'64) Trains mag.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm rail photographers in Wis.

JON BOYLE, Box 171, Keosauqua, Iowa 52565, buys pix of rear ends of streamlined NKP Ltd.; CRI&P Rockets, Golden State, AZ Special, ATSF trains.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, Fla. RPO cancellations, trollevana.

CYRIL BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, sells pix GTW steam, diesels; list 10¢.

GERALD CARSON, Box 13801, St. Louis, Mo. 63147, sells dupl. slides GN diesels; list, sample 35¢.

BILLY CARTEE, Rte. 3, Box 392, Cullman, Ala. 35055, buys streamlined steam postcards.

HAROLD CARTER, 254 Winter St., Hanover, Mass. 02339, sells orig, Flying Scotsman souvenirs carried on train. (SSE)

PAUL CARTER, Rte. 5 Box 2, Mobile, Ala. 36608, buys pix, slides, negs., postcards; trades station pix for psgr. or station pix.

E. CATANZAARO, 293 S. Central Ave., Ramsey, N.J. 07446, trades Colo. Mid. track spikes for other railroadiana.

JIM CERVENANSKY, 6425 W. Norwich Ave., Milwaukee, Wis. 53220, buys current SOO emp. tts. for Wis. Buys pix of CMSP&P steam locos 10, 11.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, will sell 1930 Loco Cyclopedia.

C.B. COBB, 168 Whipple Rd., Kittery, Me. 03904, buys psgr. Car Equip. Registers of '40's and earlier pix of New England head-end equip.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, will sell std-gage Porter 0-6-0 steam loco, lanterns, other railroadiana. (SSE)

DICK CRANDALL, Concord Rd., Springville, N.Y. 14141, sells reproductions of PRR '85 tts.

CRAIG DANNER, 1236 Arborvitae Rd., Deerfield, Ill. 60015, sells tts., silverware, linen, menus, tkts., envs., etc. (SSE)

W.M. DAWSON, 4655 W. Montrose Ave., Milwaukee, Wis. 53219, will buy ERA N.Y. Div. Bulletins '58-'62; Reeves' "First Elevated RRs in Manhattan."

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys Erie, EL, DL&W emp. tts., tts., DL&W slides, esp. on Pt. Morris, Little Falls, Sussex branches.

R. DIRKES, 75 Parkwood Rd., West Islip N.Y. 11576, sells parlor car revolving chairs, baggage racks, lamps, fans, tables, etc. (SSE)

MARK DOBRONSKI, 3 Branford Lane, Dearborn, Mich. 48120, sells emp. tts., or trades for switch keys. (SSE)

B.L. DOCKALL, 607 W. Cameron St., Rockdale, Texas 76567, trades switch keys, other railroadiana.

FRANCIS DONOVAN, 19 Winthrop St., West Medway, Mass. 02053, buys CNE, NYW&B depot, train pix; buys, trades New Eng. depot, loco pix.

A.C. EDWARDS, 297 Stephens St., Bellville, N.J. 07109, buys SP car pix, GS series; color pix C&O streamlined Hudsons.

JACK ELLIS, 340 W. 8th Ave., Marion, Iowa 52302, buys CMSP&P railroadiana; diesel pix, slides.

BOB EMMETT, 2939 W. 100 Pl., Evergreen Park, Ill. 60642, sells hollow LS&MS switch keys.

KEITH ESTES, 2136 Wappoo Hall Rd., Charleston, S.C. 29407, sells rr. sound records, jewelry, pix, etc. (SSE)

CHAS. FARNUM, 841 Wildwood Dr., Brooksville, Fla. 33512, will sell 2 brass steam whistles.

MYRON FELDMAN, 9557 Terrace Pl., Des Plaines, Ill. 60016, buys color, b&w negs., slides PRR elecs., T1's, Q2's, S1's; emp. tts., tts., hardware, other railroadiana.

JACK FERRY, 10041 S. Prairie Ave., Chicago, Ill. 60628, buys 8mm, super-8 psgr. train movies.

F. FLORIANZ, Jr., 42 Highwood Ave., Waldwick, N.J. 07436, will buy summer '49 Off. Guide; sells EL stations and diesel pix. (SSE)

ED GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, sells tts., list free; wants to hear from collectors of PRR tts.

RANDY GARNHART, 2722 Broadway, Rockford, Ill 61108, will buy Donovan's "Mileposts on the Prairie," M&SL slides, switch key.

JORY GOODMAN, 7701 S. Luella Ave., Chicago, Ill. 60649, buys telegraph instruments, books, rr. silverware.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, buys parts, Cent. tkt. daters, esp. brass gear wheels.

W.B. GRIFFIN, 406 Security Trust Bldg., Lexington, Ky. 40507, will trade "Main Line of Mid-America," excellent cond., for "Train Wreck!", "L&N Steam Locos," or "Snowplow."

W.A. GRIMM, 200 Gregory Ave., West Orange, N.J. 07052, will sell PRR bronze B1 throttle, DL&W dwarf signal, NYO&W station clock.

AL GUNDERSON, 427 Chicago Ave., Savanna, Ill. 61074, sells color metal rr. emblems. (SSE)

Mrs. MARY GUTHRIE, 100 E. Walnut Ave., Moorestown, N.J. 0857, sells dining-car items, lanterns, tts., other railroadiana. (SSE)

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee, Wis. 53207, buys C&NW switch keys, locks, Dressel marker lamps.

E.W. HELMER, 4224 Pratt Ave., Lincolnwood, Ill. 60646, sells dining-car menus. (SSE)

ALBERT HERSKOVITS, 40 East 66 St., New York, N.Y. 10021, buys Wells Fargo belt buckles, buttons, BAR photos, and pre-1960 Off. Guides.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 pix trolleys, interurbans; list 15¢.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of books: "The RR. Station," by Meeks (1956), 203 big pages, illust., indexed, $2.50; "Logging Rrs. of West," by Adams (1961), 161 big pages, illust., indexed, all rds. listed, $9; "The Beauty of Rys.," by Ellis (1960), 128 pages, magnificent photos plus text, $3; "Orient Express," by Barsley (1967), 210 pages, illust., indexed, $3.50; "Manchester & Oneida Ry.," (Iowa), by Donovan (1957), 54 pages, illust., $1.50. All exc. condition, postpaid.

BEN INGRASSIA, 315 N. Owen St., Mt. Prospect, Ill. 60056, buys pix, slides, maps, tts., other railroadiana, of CNS&M, CA&E.

A.E. JAY, 44 Avenue St., Oshawa, Ont., Canada, buys color slides of cabooses on approval.

PETER JOHNSON, 4540 Bryant Ave., S., Minneapolis, Minn. 55409, buys CSM&O train order signal, switch stand, trainman's uniform, emp. tts., other railroadiana.

LARRY KELLER, 2741 Thornbridge Rd., York, Pa. 17404, buys slides, tapes of NKP 759 on trip to Gallitzin; sells pix PRR, RDG steam. (SSE)

LOU KERN, 26 Linwood Ave., Bogota, N.J. 07603, sells PC West Shore 35mm pix. (SSE)

WAYNE KERSLAKE, 1615 Cedar Lane, Sioux Falls, S.D. 57103, trades switch keys, wax sealers, lanterns.

GLEN KIDDER (author of book "Railway to the Moon"), Box 1035, Davis substation, Acton, Mass. 01720, sells rare old stereoscopic view cards, mostly Mt. Washington RR; large list, 50¢.

NORM KOHL, 51 Locust Ave., Glen Head, N.Y. 11545, buys pix rr. stations, esp. 4x5's, eastern and abandoned rrs.

GARY LANDRIO, 151-12 27 Ave., Flushing, N.Y. 11354, sells tts., Northeast rr. pix; does rr. pix enlarging; list 10¢.

AL LANGLEY, Rte. 1, Box 64A, North Augusta, S.C. 29841, sells or trades railroadiana; list 50¢.

DAVE LEONARD, 5724 S. Kenwood, Chicago, Ill. 60637, is starting rr. slide traders' directory. (SSE)

JEFF LEVENGOOD, Box 106, Baltic, Ohio 43804, buys blank conductor's train books.

ED LEWIS, 14 E. Main St., Arcade, N.Y. 14009, trades orig. 35mm slides shortlines; offers A&A, WAG, C&PA, D&MM, G&W, etc.

R.C. LIBBY, 24 Glendon St. Wolfeboro, N.H.

03894, buys pix and info. on displayed steam locos in U.S., Canada.

R. LIPSETT, 169 Sedgefield Ave., Pointe Claire, P.Q., Canada, buys sell, trades sizes 620, 135 diesel negs., pix of CN, GT, GTW, CV, DW&P, CP.

ELVIN LIQUE, 1501½ 2 St., Wausau, Wis. 54401, sells rr. books, histories, maps; list, SSE and 10¢.

BILL LOEFFLER, 12A Tiffany Lane, Smithtown, N.Y. 11787, buys slides, pix, negs., movies of Colo. narrow-gage lines.

CLAY MAMPA, 2050 Hutchinson St., Chicago, Ill. 60618, sells color postcards, steam, diesel, 11x14 loco pix.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, will trade 4 RDG mags. for 9/42 RDG mag.

JOHN MARTIN, Box 1734, Atlanta, Ga. 30301, sells mags., railroadiana, Off. Guides, emp. tts., tts. '39-'49; list 25¢.

J.M. McFADDEN, 271 Monterey, Palm Springs, Calif. 92262, will sell pre-1912 La. Pacific Balloon Route conductor's or motormen's colored badges.

R.A. McLARTY, 27 Pittsford Close, Waterloo, Ont., Canada, sells copies of GE blueprints of L&PS 60-ton elec. locos.

JOE McMAHON, 15 Adrian Ave., New York, N.Y. 10463, will sell 15 Off. Guides from '57, '62-'69.

FRANK MELLUISH, 200 Walnut Lane, Branson, Mo. 65616, trades switch keys, locks, annual passes for brass agents or express sealers.

W.E. MILLER, 260 Southwood Dr., Galt, Ont., Canada, buys, sells, trades size 620, 616 steam, diesel pix, negs. of CN, DW&P, CV, GT, GTW, TH&B.

ART MILLION, 1205 Oakes, Grand Haven, Mich. 49417, sells photostatic copy PM psgr. diagram book '24. (SSE)

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells orig. 35mm slides, negs., pix, other railroadiana. (SSE)

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, sells back issues Railroad Magazine, Trains, HO Monthly, or trades for back issues Railroad Magazine. (SSE)

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys anything FEC; buys, trades RPO cancellations; trades CNS&M, FEC tickets.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana; list 25¢, refundable.

LLOYD OLSON, 1609 W. 31st St., Minneapolis, Minn. 55408, buys pix and info. on DM&IR loco 609.

KEN ONDRACEK, 17400 W. Dodge, Omaha, Neb. 68164, buys slides, pix steam in Omaha area; persons interested in forming international museum, contact Ken.

JOHN PARKER, 1439 Alpine Dr., Aiken, S.C. 29801, trades all size rr., traction negs; sells 2¼x3¼ negs. eastern rrs. on approval.

AL PEREZ, 1427 N.W. 28th St., Miami, Fla. 33142, buys FEC Key West extension pix, postcards.

ROD PETERSON, 472 Clearbrook, Akron, Ohio 4413, trades orig. 35mm Kodachrome diesel slides; wants south, southwest, Colo., Mont., Pacific N.W.

ROLAND PETERSON, 7226 Wentwood Dr., Dallas, Texas 75225, sells 8x10 interior color pix Katy diner "Alamo"; 3x5 outside pix of it.

SCOTT PYLES, Box 213, New Martinsville, W.Va. 26155, buys kerosene switchmen's lanterns, marker lights, caboose wall lights.

RANDY REEDY, 2042 N. Taylor St., Arlington, Va. 22207, sells C&O, RF&P, SCL, SOU color slides; buys RF&P, SOU cap badges, pix. (SSE)

ROBT. REID, 2007 Willow St., North Braddock, Pa. 15104, buys pix, slides, negs. PRR, PC, diesels, equip., steam, facilities.

TONY REZNAK Jr., Box 755, Wilkes-Barre, Pa. 18703, sells color and b&w postcards of Q&E; list, sample 25¢.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys switch, marker, classification, and hand lanterns and globes; also bells, hdlts., whistles, locks, keys.

JERRY RILLAHAN, 808 Park Ave., Worland, Wyo. 82401, buys old rr. stock certificates.

E.W. ROSS, 1428 46 St., North Bergen, N.J. 07047, buys postcard size pix, slides CN 6218, 6167.

W.H. ROSSITER, 38 Flerimac Rd., West Hill, Ont., Canada, sells 8x10, larger, steam pix CP, CN, UP, TH&B, GN, NKP, RR, NYC; no list.

DICK SACHS, 330 Taft Rd., River Edge, N.J. 07661, sells pix and other railroadiana of EL, PC, D&H, CP. (SSE)

FRANK SCHEER, 18 E. Rosemont, Alexandria, Va. 22301, buys pix WT, PB&W, WS, RF&P, VA rrs.; RPO cancellations, etc.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells emp. tts., tts., other railroadiana; list 10¢.

DENNIS SCHMIDT, 907 N. Court, Alma, Mich. 48801, will sell 'RRs of Nev. & E. Calif.," Vol. I, and "The Steam Loco. in America."

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells postcards, slides, color pix of D&H PA.'s (SSE)

B. SMITH, 712 S. 8th St., Coshocton, Ohio 43812, sell PRR, Pa Lines, NYCS, B&O brakemen's lanterns. (SSE)

HARTLAND SMITH, Box 452, Birmingham, Mi. 48012, buys used 8mm, super-8 or 16mm rail movies.

J.F. SMITH, 17638 Roosevelt, Homewood, Ill. 60430, sells blueprints of C&AE 404, '44 Alco diesel, '12 Climax logger.

KEN SPRINGIRTH, 4720 Cliff Dr., Erie, Pa. 16511, sells "Grape Belt Trolleys," describing Buff. & Lake Erie, N.W. Pa. Ry., and Jamestown, Westfield, N.W. Ry.

FRED STECK, Rte. 1, Reese, Mich. 48757, buys steam rr. calendars.

TOM STEPHENS, 18 Union St., Randolph, Mass. 02368, trades U.S. coins for railroadiana.

TOM TABER, 504 S. Main St., Muncy, Pa. 17756, will buy R&LHS Bulletins 57, 60, 63; trades others.

LES TAYLOR, Box 427, Woodbridge, Calif. 95258, will buy book, "San Joaquin Valley RR."

JOE TOTH Jr., 114 S. 5th St., Midlothian, Tex. 76065, will sell Gibbon's "Romantic History of the CP."

GEO. TRAGER, 16806 Glenburn Ave., Torrance, Calif. 90504, buys pix PRR sleeper Mountain View, Tower View, and Inn series.

E.W. VALENTIN, 436 Greenbush Rd., Blauvelt, N.Y. 10913, will buy loco bell, good cond.

AVERY VON BLON, 1208 Locust, Muskogee, Okla. 74401, buys switch keys.

WM. WAGNER, Box 842, Richmond, Ind. 47374, sends info. on membership in Natl. Assoc. of Timetable Collectors.

RON WAGONER, Box 210, Norman, Okla. 73069, sells dining-car menus; list 25¢.

BILL WHITE, 740 Margo Lane, Memphis, Tenn. 38122, will sell Railroad Magazine collection. (SSE)

GERRISH WILLIAMS, 26 Overbrook Ave., Maple Shade, N.J. 08052, buys pre-'60 PRSL, PRR, RDG, CNJ tts. and ON tts, emp. tts.

MIKE WOJTOWICZ, 3042 N. Sayre Ave., Chicago, Ill. 60634, will sell 280 issues Railroad Magazine 1/42-12/69, mint cond.

HOWARD WORLEY, 713 Lafferty Dr., Pittsburgh, Pa. 15227, sells P&WV, WSB loco diagram books; buys anything P&WV, WSB, WPT, esp. tts., pix, keys, plates.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells orig. diesel negs. on approval.

Model Trading Post

BRUCE BLACK, 3235 E. Euclid, Boulder, Colo. 80303, buys Fujiyama NP 4-8-4, Trains Inc. C&NW 0-6-0, Tenshodo GN 2-8-2, NWSL, MILW 4-8-4, United Prairie King.

E. WILLIAMS, 822 Ridge Rd. W., Ontario, N.Y. 14519, buys 17/64" scale O-gage aluminum, zinc, bronze cars, locos, parts, plans, layouts, inventories. ●

Pen Pals Wanted

Elizabeth Dagaton (20), 183-0 Sikatuna St., Cebu City, Philippines.

John Weightman, Box 696, Sacramento, Calif. 95803, wants pen pals in Jamaica, West Indies.

Longtime reader of *Railroad Magazine*, T.J. Pelletier, Box 64, Palouse, Wash. 99161, crippled by illness, needs cheer-up letters and cards.

Eugene Romeo (17); Juliet Villar (20), and Jimmy Romeo (20), all of 169 A, Sikatuna St., Cebu City, Philippines.

Mrs. Amanda DeRossett, (86), Monroe Manor Nursing Home, 4201 South Grand, Monroe, La. 71201, in poor health and lonely.

Nita Roble c/o Nards Logarta, Station DYMX, F. Ramos St., Cebu City, Philippines.

Tom Harper, USN, 796-47-25, NFO Yokosaka, FPO Seattle 98762 (stationed in Japan), wants railfanette pen pals.

Erlene Nagret (19), Univ. of Southern Philippines, High School Dept., Mabini Unit, Cebu City, Philippines J317.

Cres Faria (18), and Norma Mollanida (20) both of University of San Carlos, Cebu City, Philippines J-317.

Herbert W. Noack (61), 1721 Jefferson Ave., Scranton, Pa. 18509, widower, wants mature women as pen pals.

Deter Una Montes, Duterte St. Interior, Suba, Danao City, Cebu, Philippines.

Frank S. Columbus (86), c/o Niagara Lutheran Nursing Home, 64 Hoger St., Buffalo, N.Y. for years he was N.Y. state legislative chairman of the Firemen & Enginemen. Recently named trustee emeritus of Cornell University.

Romeo Lauclie (17), 289 H. Sikatuna St., Cebu City, Philippines.

David Mooney, 25, PO Box 423, Pearl River, La. 70452.

Saili Espinosa, 155 Junquera St., Cebu City, Philippines. ●

Ownership and Circulation

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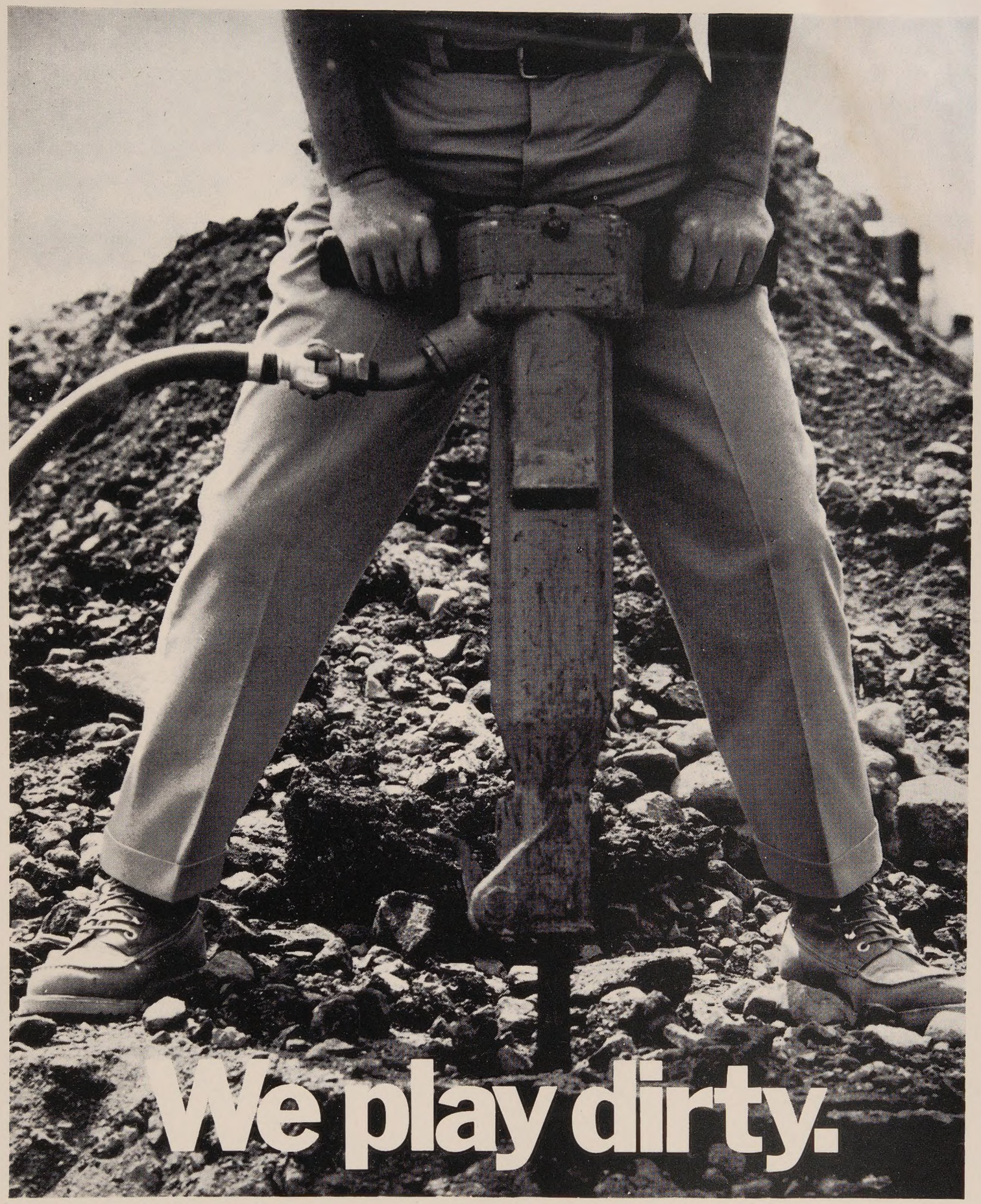

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Calibers: 243 Win., 30/06, 270 Win.
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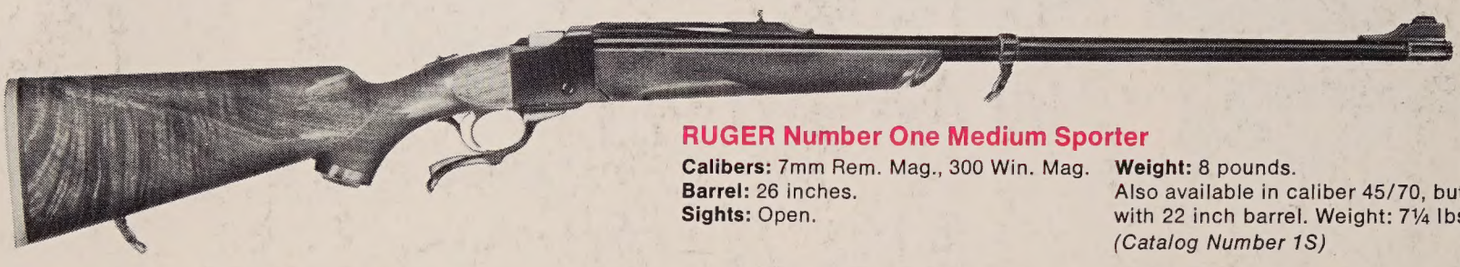
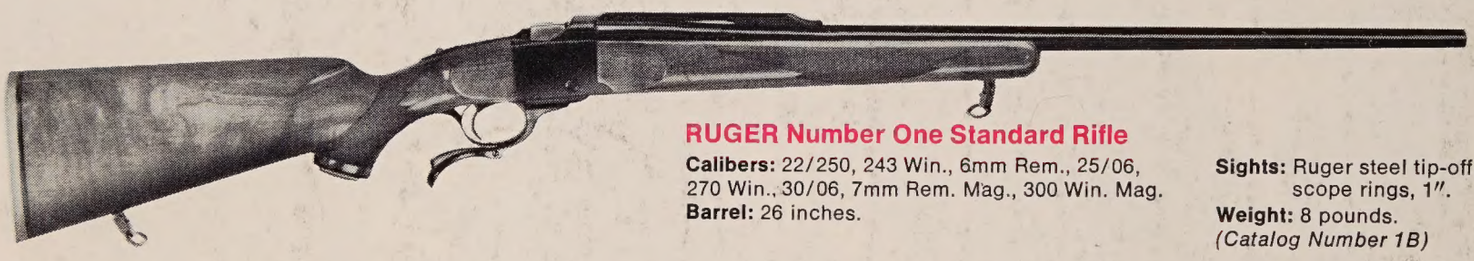


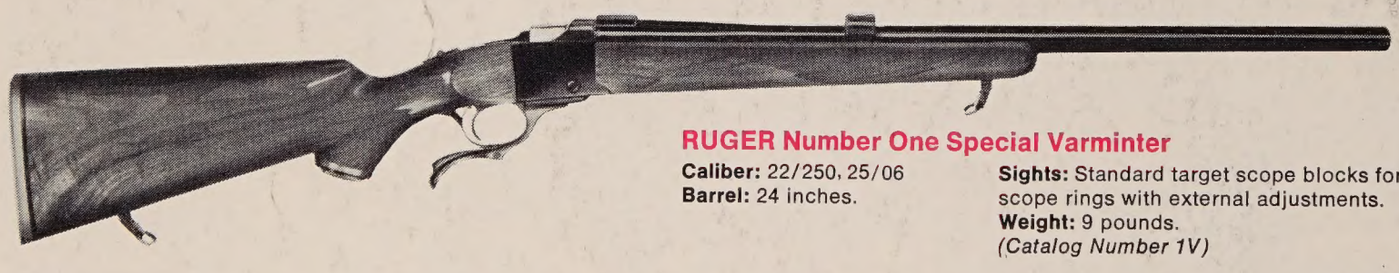
RUGER Number One Medium Sporter

Calibers: 7mm Rem. Mag., 300 Win. Mag.
Barrel: 26 inches.
Sights: Open.
Weight: 8 pounds.
Also available in caliber 45/70, but with 22 inch barrel. Weight: 7¼ lbs.
(Catalog Number 1S)



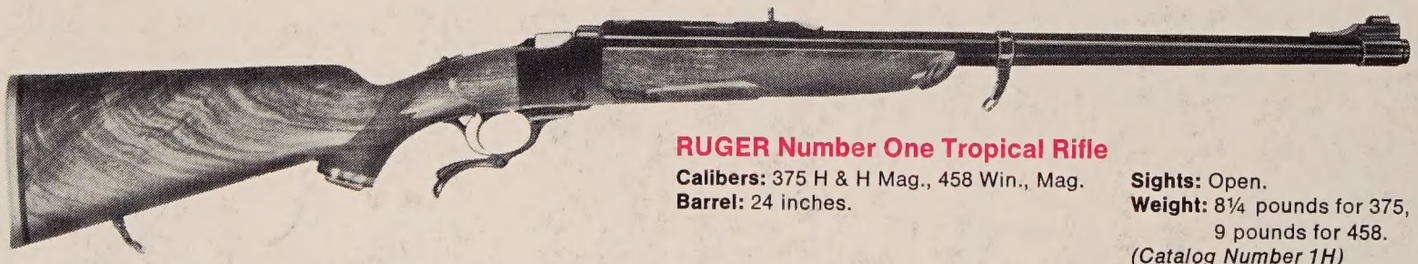
RUGER Number One Standard Rifle

Calibers: 22/250, 243 Win., 6mm Rem., 25/06, 270 Win., 30/06, 7mm Rem. Mag., 300 Win. Mag.
Barrel: 26 inches.
Sights: Ruger steel tip-off scope rings, 1″.
Weight: 8 pounds.
(Catalog Number 1B)



RUGER Number One Special Varminter

Caliber: 22/250, 25/06
Barrel: 24 inches.
Sights: Standard target scope blocks for target scope rings with external adjustments.
Weight: 9 pounds.
(Catalog Number 1V)



RUGER Number One Tropical Rifle

Calibers: 375 H & H Mag., 458 Win., Mag.
Barrel: 24 inches.
Sights: Open.
Weight: 8¼ pounds for 375, 9 pounds for 458.
(Catalog Number 1H)

General information on specifications:
Sights: Catalog Numbers 1A, 1S, and 1H have adjustable folding leaf rear sight mounted on quarter rib and ramp front sight base with caterpillar type gold bead sight. All quarter ribs are machined to accommodate Ruger steel tip-off rings. Scope rings are $15. additional for all models except 1B.

Woodwork: Carefully selected American Walnut. Pistol grip and forearm hand-checkered to a borderless design.
Price: Suggested retail price is $265 for any of the models listed above.
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